Vol 8 **The War Illustrated** N° 201

SIXPENCE

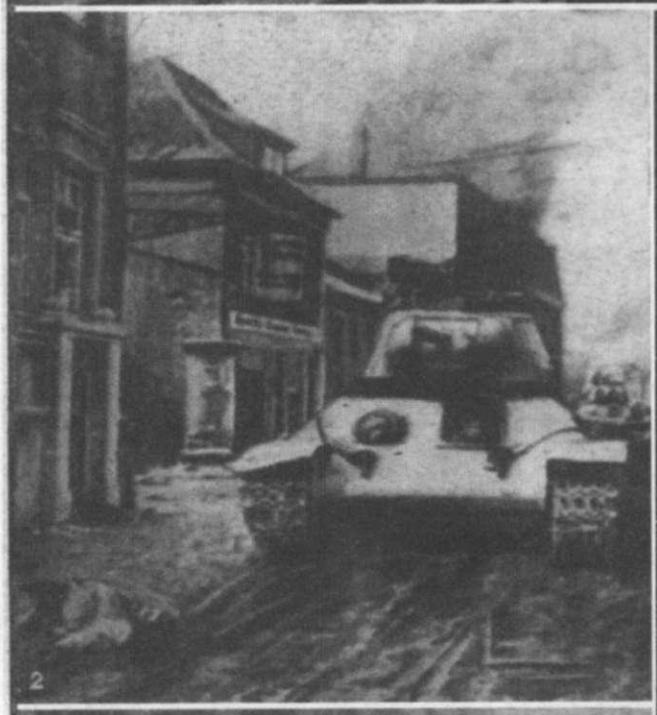
Edited by Sir John Hammerton

MARCH 2, 1945

THE NATIONAL FIRE SERVICE has sent a unit, with their own vehicles, to the Western Front as the First Overseas Column for fire-fighting duties with the U.S. Army, it was announced in January 1945. They wear N.F.S. uniform with Army webbing equipment and a beret, but carry no arms. Trailer pumps are here seen being hauled across a disused English gravel-pit by way of training, while N.F.S. girl motor-cyclists essay battlefield conditions on the stony track below. (See also illus. p. 34).

Photo, Daily Mirror

Stalin's Berlin Thrusts Approach Journey's End



RED ARMY TRAFFIC GIRL FLAGGED THE TANKS AND INFANTRY speeding through Poland towards Germany: the signpost (1) reads "Moscow-Berlin." In E. Prussia, Soviet tanks rumbled through Neidenburg (2) towards Elbing (captured Feb. 10, 1945). Southwards, troops of Marshal Koniev's 1st Ukrainian Front took Gleiwitz (Jan. 25) in street and house-to-house fighting (3). On Feb. 12 it was announced that Marshal Koniev had eliminated the Oder as Germany's great defence line, leaving Breslau surrounded in the rear, and was within 60 miles of the Frankfurt fortress. Map shows lines reached by Soviet forces on Jan. 26, Feb. 2 and Feb. 9.

Photos Pictorial Press Map, News Chronicle

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

WHEN the Russians were once again confronted by a great river line strongly held—the Oder—it was interesting to see if they would pass it as successfully as on former occasions. If the frost had held, it is possible that the momentum of Zhukov's great drive would have carried him across the river on a narrow front at some point where the ice would bear tanks. Koniev a year ago, after routing the Germans at Uman, took the Dniester in his stride without that assistance, but then there was little resistance to be overcome and little fear of meeting a counter-stroke on the other side.

Zhukov was bound to be more cautious, for it is certain that much of his supporting infantry had been left far behind and that his communications had been stretched to the limit of their capacity; moreover, the Germans had had sufficient time to muster a defence force, numerically powerful, though probably composed largely of partly trained and inadequately equipped Volkssturm troops, while in addition it was almost certain they were making strenuous efforts to assemble a reserve army capable of delivering a formidable counter-attack. I cannot believe, therefore, that even if hard going had enabled Zhukov to force a crossing he would have pressed straight on towards Berlin without making a considerable pause and waiting to extend his front; though no doubt he would have established strong bridge-heads on the west bank.

WHY Zhukov's Spearhead Force Paused on the Oder's Bank

It was certainly fascinating to read of the ever-shortening distance to Berlin, but I imagine it produced a misleading impression of what remained to be accomplished and, in turn, an exaggerated feeling of frustration when an untimely thaw came. It is certainly probable that thaw checked the speed of Zhukov's movements and may have caused him to modify his original intentions. It must have added greatly to the difficulties on his lines of communication, but it is unlikely that it was the real reason why a pause on the Oder was necessary.

The true reason, I am sure, was that his spearhead force was entirely unsuitable to carry by assault a large city prepared for defence, and any attempt to do so would have involved it in desperate street fights, probably with disastrous results. It was a force which maintained the speed of its advance by by-passing centres of serious resistance, leaving them to be dealt with by supporting forces. It was capable of dealing with resistance in the open and could play havoc with the enemy's communications; but the farther it went the narrower the front on which it could operate was bound to become, both to facilitate supply and to ensure sufficient concentration to enable it to deal with such minor centres of resistance as had to be overcome in order to keep lines of supply open.

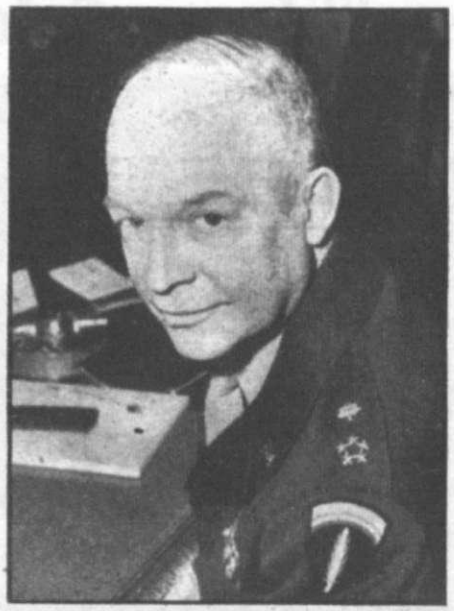
THERE is no doubt that it was able to cover such immense distances without a pause only because transport was available to motorize a large infantry component. Yet it obviously made no attempt to capture such strong centres of resistance as Poznan and Thorn (Torun) and minor places of which we heard nothing until they were finally mopped up by slower-moving supporting troops. Much less could it have hoped to rush a great city like Berlin, and there could have been no question of by-passing or investing it till adequate forces were available. It is true that in the earlier stages of the breakthrough, large towns like Lodz and Radom may have been rushed by the spearhead armour because the defence had no time to organize resistance, but in any case the supporting main body had not yet been outdistanced and may actually have been responsible for the capture.

WHATEVER his original intentions were, when the thaw came Zhukov was wise to slow down his advance into a partial pause and to confine his operations to widening his front and clearing the east bank of the river while his supporting troops closed up. Although Moscow makes no such claim, from German reports it appears probable that he also secured small footholds on the west bank which might be expanded later, and which would also leave the enemy in doubt as to where the main crossings would eventually be attempted.

On Zhukov's front, Kuestrin and the eastern suburbs of Frankfort are bastions which called for elimination. At the time of writing, Zhukov is still engaged in these preliminary operations and has apparently not yet attempted a major crossing. Koniev, on whose progress Moscow had maintained a security silence, appears to have adopted a similar course to Zhukov, but has carried it a stage further by securing bridge-heads sufficiently large to admit the deployment of strong forces on the western bank. Having had a much shorter distance to go, he not only reached the Oder first but required less time to close up his army. The speed with which he captured Oppeln and the industrial towns of southern Silesia which would otherwise have left the enemy with a strong base for counter-attack east of the river, evidently laid the foundation for his success.

But we have now also heard the astonishing story of how small footholds were established on the west bank. The main bridge-head Koniev has now secured must go far to reduce the value of the Oder as a defensive position.

WESTERN FRONT on Feb. 8, 1945, when British and Canadian troops of the Canadian 1st Army opened Field-Marshal Montgomery's new offensive into Germany, penetrating outer defences of the Siegfried Line.
By courtesy of News Chronicle



GEN. DWIGHT D. EISENHOWER, General of the Army and Supreme Commander Allied Expeditionary Force—a new portrait. Note the SHAEF flash and the five-star cluster, which together with the Great Seal of the U.S. is the insignia of "General of the Army."
Photo, U.S. Official

It may not of itself provide a starting point at present for far-reaching operations, but it is certain to engage a considerable part of the German reserve and open the way for exploiting the strategy of alternating blows which the Russians have so often skilfully employed.

WEHRMACHT Split to Fragments for Elimination Separately

All the indications are that the Oder will be added to the long list of great rivers that the Russians, by brilliant strategy and admirable tactical determination and initiative, have successfully passed with exceptionally short pauses for elaborate preparation. Berlin ahead provides, of course, a wonderful incentive and it is undoubtedly an objective of great military as well as of political importance. Yet if and when Zhukov crosses the Oder I should be surprised if attempts to attack it directly are made before, possibly in collaboration with Koniev, he is in a position to encircle the city and to trap its garrison. As I have suggested, a premature attempt to carry the city by storm might involve entanglement and exposure to a counter-stroke which the Germans may still be able to deliver. It is possible that even before he attempts major operations west of the Oder he will develop his thrusts northwestwards towards Stettin, in order to achieve the encirclement of the German forces in Pomerania and the Danzig area—which can hardly be dealt with by Rokossovsky.

The Wehrmacht is still too huge a force to be crushed by a single blow, and Russian strategy has consistently adopted the policy of splitting it into fragments which can be eliminated separately. The escape of any group which could be isolated, particularly if it is composed of first-line troops, would tend to prolong the war; for although the Germans evidently intend to fight in Berlin, its capture might not be immediately decisive if a powerful army still remained in being.

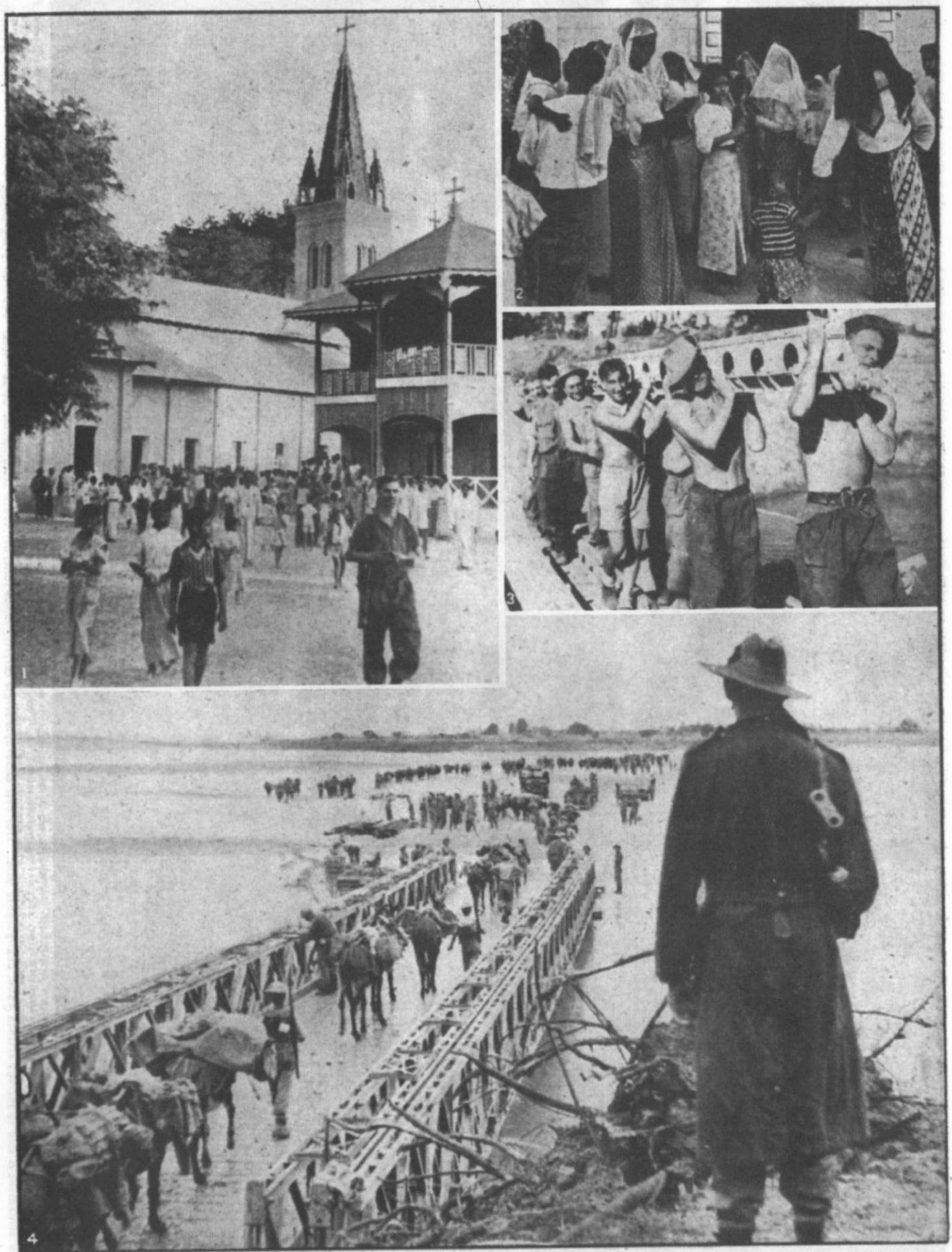
The great part that has been played since D-Day by the Allied Armies in the west is perhaps hardly sufficiently appreciated, especially since they ceased to recover territory at a sensational pace. They may make further great contributions in the near future, but the mere fact that Hitler was induced to commit his main strategic reserve to Rundstedt's abortive offensive at the critical time may have accelerated German collapse more than previous victories or liberation of territory.

At Colmar the Nazi 19th Army Was Destroyed

ARMOURED COLUMNS OF THE FRENCH 1st ARMY entered Colmar, third largest city in Alsace, on Feb. 2, 1945, to write off the German 19th Army : they and their U.S. comrades were welcomed (1) by this little girl in national costume seen with the Mayor, as well as by vast crowds (2). A giant Nazi pill-box, containing 30,000 lb. of explosives, was blown up by U.S. sappers near Kesternich in Germany (3). Civilians in Sarralbe, Alsace, boated about their business when, after blizzards, a sudden thaw set in (4).

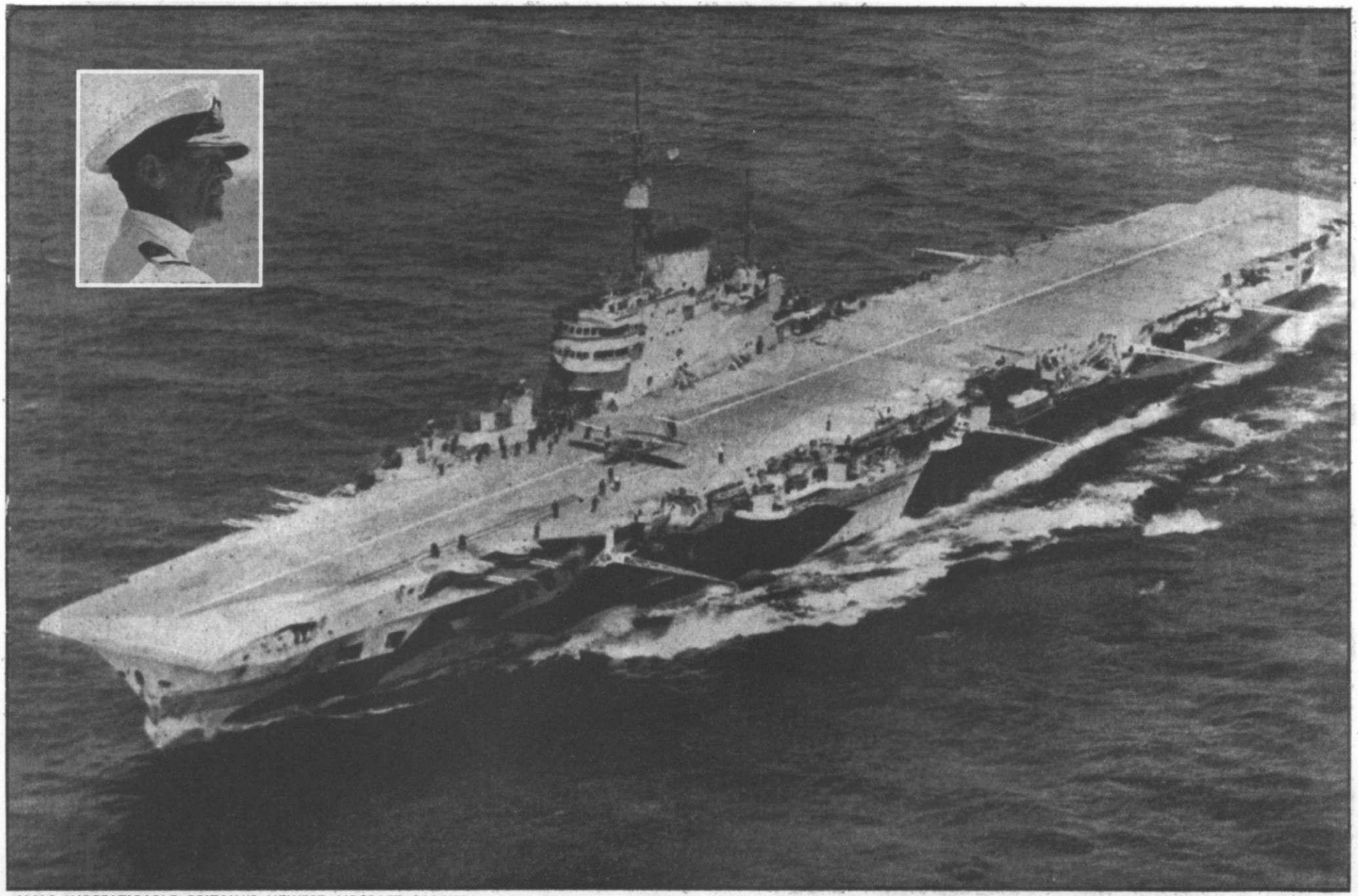
Photos, U.S. Official, Planet News, Keystone

From War to Peace in a Central Burma Village



VILLAGERS OF CHANTHA, near Yeu (see map in page 650), were led by rumour to believe Allied troops would arrive on Dec. 18, 1944, and a thanksgiving service was held. But the Japanese came instead, and carried off the priest, the Mother Superior and several nuns. Then, when 14th Army troops appeared, in Jan. 1945, villagers and soldiers worshipped together. Leaving the church (1); happy women and children gathered outside (2). At the approach to Chantha troops manhandled girders (3) to build this Bailey bridge (4) across the River Mu.

Photos, British Official



H.M.S. INDEFATIGABLE, BRITAIN'S NEWEST AIRCRAFT CARRIER, was first reported in action off Sumatra on January 24 and 29, 1945, when battleships and aircraft-carriers of the British East Indies Fleet totally destroyed the Palembang refineries, source of 75 per cent of Japanese aviation fuel. The force was commanded by Rear-Admiral Sir Philip Vian, K.C.B., D.S.O. (inset), in the battleship King George V. An improved type of the Illustrious class, the Indefatigable was built at John Brown's, Clydebank. With a length of over 800 feet, she is believed to carry at least 100 aircraft, besides about 2,000 officers and men. Her defensive armament is said to include sixteen 4·5-in. dual-purpose guns. Our first quadruple-screw carrier, 30,000 tons, her speed is computed at 32 knots. See also facing page. *Photo, British Official*

THE WAR AT SEA

by **Francis E. McMurtrie**

IT is a truism to say that modern warfare depends entirely upon supplies of oil being plentiful. Ships, aircraft, tanks and transport all rely for propulsion upon petroleum in a more or less refined form. Nowhere is this fact better exemplified than in the Far East. One of the reasons which deterred the Japanese from risking war with the United States at a much earlier date was the lack of mineral oil deposits in the chain of islands which constitute Nippon. Similarly, it was the abundance of petroleum in the East Indian archipelago which made that area such an attractive target for Japanese invasion.

Now that the tide has turned and the enemy is slowly but surely being expelled from island after island, the oil problem is bound to be a main factor in hastening Japan's downfall. In the millions of tons of shipping destroyed by Allied submarines and aircraft, oil tankers have figured prominently. As a consequence, there are no longer enough of these valuable vessels to transport to Japan in adequate quantities the petroleum that is needed to keep the war going. For the time being, no doubt, the stocks previously accumulated in Japan may suffice, but a future shortage seems inevitable.

To conserve home supplies as far as possible, oil has been refined near the places where it is produced, so that ships and aircraft might take in their fuel at bases in the East Indies. It will be remembered that the bulk of the Japanese fleet which took part in the Battle of the Philippines last October came not from Japan, but from Indo-China and Borneo. Undoubtedly it had been based on those regions with a view to the conservation of oil supplies, despite the obvious objections to dividing forces in this way. As a result, the fleet arrived on the scene of battle in three detachments; it could not therefore concentrate its full strength in one blow, and so was defeated.

SAFETY of Vital Oil Refineries A Very Real Worry to Japan

It is clear that one of the weakest features in the enemy's oil situation is the fact that most of the crude oil has to be refined before it can be utilized. This work has been carried out at a number of refineries in Sumatra, Java and Borneo; it may be assumed that every effort has been made by the Japanese to extend the capacity of these installations. By far the biggest of them are at Soengei Gerong and Pladjoe, close to Palembang, in Sumatra, which had a combined capacity of over 60,000 barrels daily before the war. Another important refinery is at Pangkalan Brandan, in the north-east of the same island, with a pre-war output of 12,000 barrels a day.

On December 20, 1944, British naval aircraft of the East Indies Fleet were ordered to attack the Pangkalan Brandan refinery, but low cloud over the target prevented this from being done. Bombs were dropped instead on the harbour and shipping at Belawan Deli, where oil and petrol tanks were ignited. A second attempt on January 4, 1945, was more successful, bombs and rockets being showered on the refinery, most of the buildings of which were set on fire.

THREE weeks later, on January 24, a heavy attack was launched on the Pladjoe plant. It was found to be defended by large numbers of Japanese fighters, an inner and outer ring of anti-aircraft batteries and an extensive balloon barrage. Fighters were first encountered by our carrier-borne aircraft some miles short of the target. At least 13 and probably 19 of the enemy planes were shot down, while 34 more were destroyed and about 25 damaged on the airfields around the refinery.

ON January 29, Soengei Gerong, the bigger of the two plants, was dealt a heavy blow, the attack being pressed home in spite of the balloon barrage and heavy anti-aircraft fire. Many of the principal buildings received direct hits, and were afterwards set on fire through the adjacent oil reservoirs igniting. One particularly violent explosion shook our aircraft at a height of 3,000 feet. There was less fighter opposition than on Jan. 24, the enemy evidently having been unable to replace the losses then suffered. At least 12 and probably 15 Jap aircraft were accounted for in the air or on the ground.

SURVIVORS FROM H.M.C.S. CLAYOQUOT—a minesweeper torpedoed and sunk in the North Atlantic in January 1945—climbed aboard the Canadian corvette Fennel, from rubber dinghies. Eight of her complement of 81 were missing. The Clayoquot was the third Canadian minesweeper and the 20th Canadian warship to be lost in this war. *Photo, Canadian Official*

Attacks on the fleet by enemy aircraft were repelled, six being brought down in flames by British fighters or the guns of the ships. The fleet included four fleet aircraft carriers, the Indefatigable, of 30,000 tons (see illus. facing page) and the Indomitable, Illustrious and Victorious, of 23,000 tons; the battleship King George V, of 35,000 tons; the cruisers Argonaut, Black Prince and Euryalus; and the destroyers Grenville, Kempenfelt and Ursa, all under the command of Rear-Admiral Sir Philip Vian.

IT may be assumed other refineries in the East Indies will be attacked in due course. There are at least three in Java: at Theope, Kalantoeng, and Kapoean, with a combined capacity of between 15,000 and 20,000 barrels; an important one at Miri, in Sarawak; and a very big one at Balikpapan, in South-East Borneo, which has been bombed at least twice by U.S. naval aircraft in recent months. Its pre-war capacity was 35,000 barrels daily; it may be greater today.

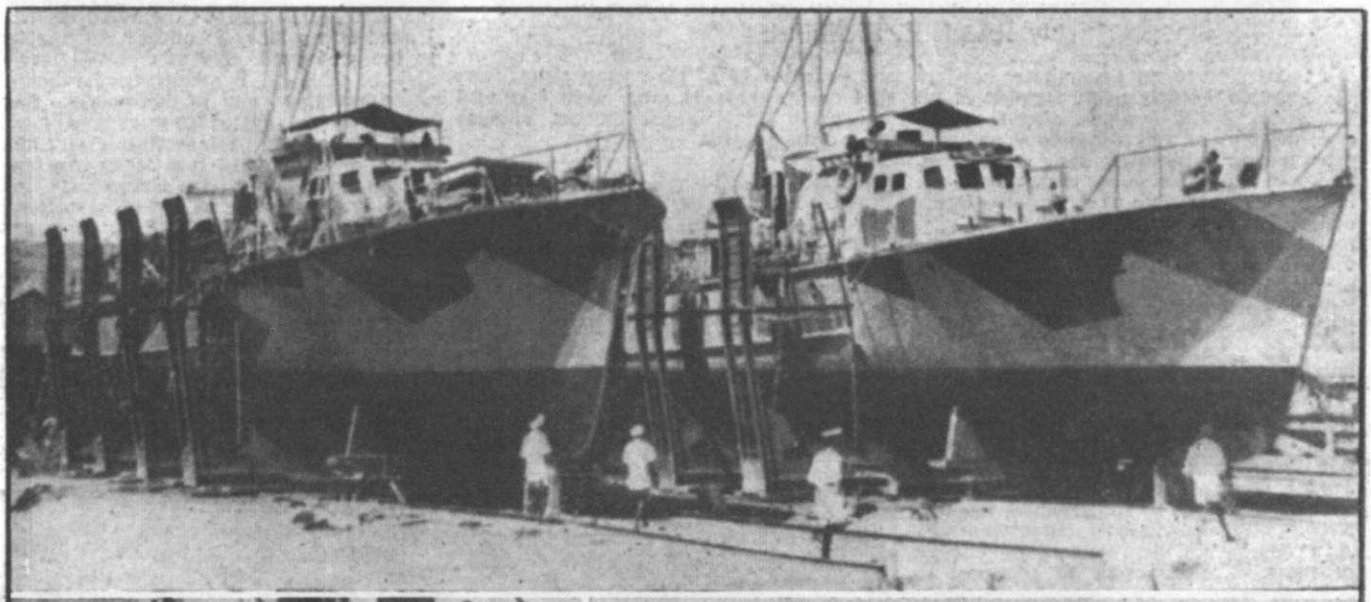
Unless the Japanese can repair these refineries very quickly, or re-establish them underground, their ability to provide enough refined oil fuel for the navy and mercantile marine—to say nothing of high octane spirit for aircraft—will soon be at an end. From the reconquered bases in the Philippines the United States Navy is already ranging far to the southward. Air attacks will inevitably be followed by naval bombardments where necessary, and in due course Allied troops will be landed to occupy strategic positions for use as bases for further advances. It has been estimated that Japan may have an army of 250,000 in the Netherlands East Indies, but this force has had to be scattered over various islands to hold the conquered peoples in subjection, and is thus liable to be overcome in detail.

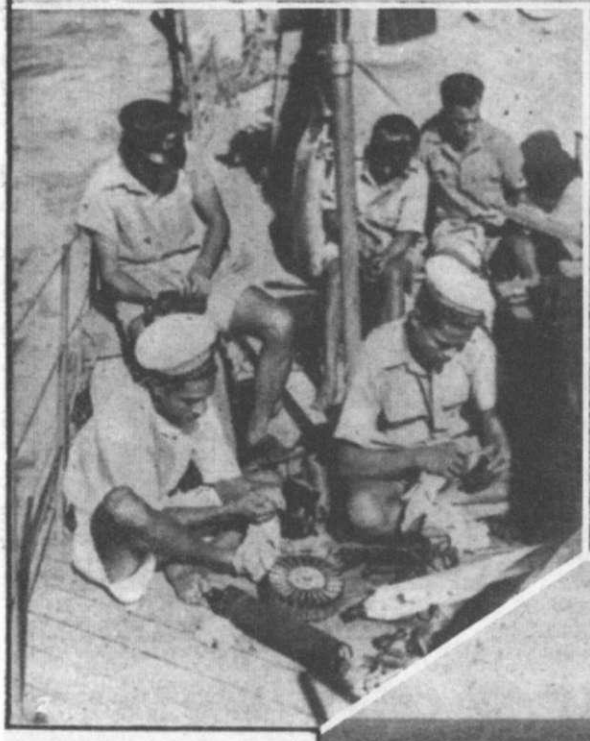
DESTRUCTION of Japanese Fleet May Now be Regarded as Certain

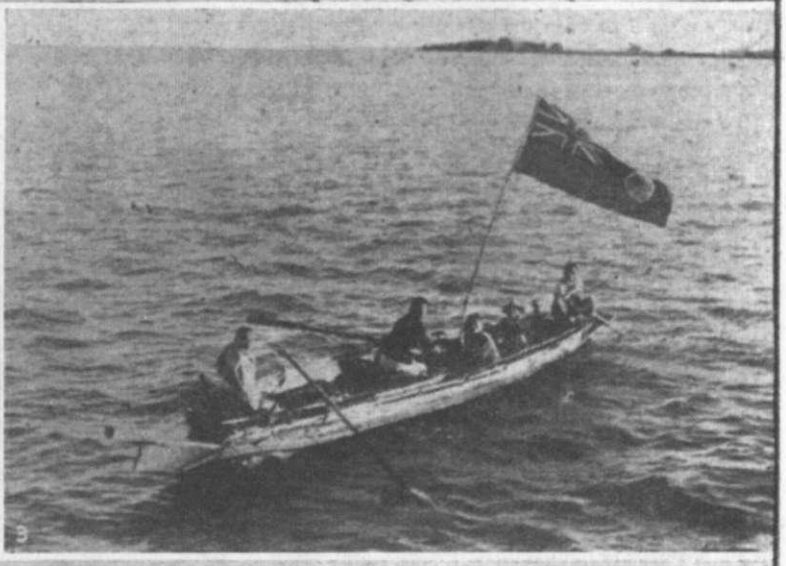
What part the British Pacific and East Indies Fleets will play in this programme remains to be seen; but undoubtedly it will be an important one, as the attacks on the oil refineries in Sumatra have already illustrated. Singapore and Hong Kong must eventually be cut off from all communication with Japan, and their fall cannot be averted. The former fortress has been heavily bombed on several occasions by United States aircraft, coming presumably from bases in India or Ceylon; and the great floating dock, salved with such difficulty by the Japanese in 1943, has again been sunk in the channel between Singapore Island and the mainland of Johore, where the naval base is situated. (See illus. p. 666.) Loss of this dock to the Allies will be offset to some extent by the building of the mammoth new graving dock at Sydney (see illus. p. 582).

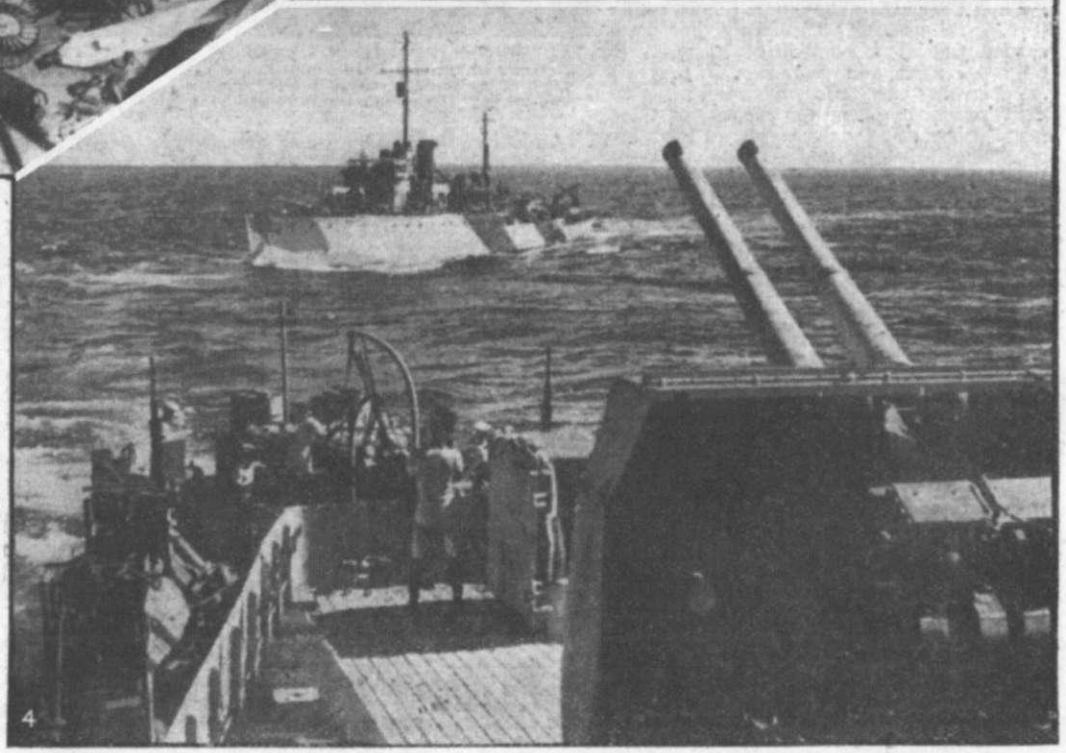
THERE is nothing the Japanese can do to arrest the steady crumbling away of their conquests. If their depleted fleet should again sally out to meet the Allies in battle, its destruction may be regarded as certain, dissipating the main defence which the enemy can still muster to guard the homeland of Nippon, so long inviolate. It is scarcely surprising, therefore, that the Government, headed by General Koiso, should already be showing signs of decay, which are not likely to be arrested by the replacement of two or three of its less prominent members.

These Men and Ships Aid Burma's Liberation









THE ROYAL INDIAN NAVY spares two motor launches to undergo a refit at a rear Indian base (1) where they put in for periodical overhaul. The Arakan Coastal Forces have taken part in the Burma campaign by patrolling enemy waters in search of Japanese shipping, bombarding coastal positions and supporting Allied seaborne raids. Ratings strip and clean Lewis guns (2).

As towns along the Kaladan River in the Arakan are freed, villagers row out to greet our men and ships, waving the Burmese flag (3). The fleet minesweeper Punjab (4, in background), of the Bathurst class, passes the sloop Jumna which, since she was completed in 1941, has steamed over 50,000 miles. Her principal task—as with the rest of such craft attached to the R.I.N.—is escorting warships and merchantmen bound for the S.E. Asia theatre of war.

Outstanding among engagements in which the R.I.N. was concerned was the landing on Ramree Island, bastion protecting Taungua, one of the main supply harbours on the Arakan mainland, Jan. 21, 1945.

 Photos, Indian Official

How India's Proud New Navy Came Into Being

Continuing our series on the Empire Navies (Canadian in page 488, Australian in page 584), this authoritative account of the building-up of the Royal Indian Navy from practically nothing to the magnificent Service which it is today has been specially written for "The War Illustrated" by Vice-Admiral Sir HERBERT FITZHERBERT, from 1937–1943 Flag Officer Commanding R.I.N.

ALTHOUGH the Royal Indian Navy has a record and a tradition dating back to 1615, its history during recent years has not been a happy one. It has suffered from neglect and disappointment ever since it was rechristened the Royal Indian Navy, and unless there had been a splendid spirit animating those officers and men who constituted the Service before the present war it would have died a natural death.

In this short article I must confine myself to setting out the principal incidents connected

Vice-Admi. SIR HERBERT FITZHERBERT, K.C.I.E., C.B., C.M.G., Flag Officer Commanding the Royal Indian Navy from 1937 to 1943, and the author of this article.

with the growth and expansion of a Service that started from practically nothing and finished up as a Navy complete in its training and organization with a large number of modern men-of-war and many thousands of fully trained and efficient officers and men.

THE story is one of striving against difficulties, most of which, fortunately, were successfully overcome. In order to allow the reader to visualize the conditions under which the work had to be done I would refer to the fact that in those pre-war years the sea was given no thought by any authority in India. Such plans for expansion as were envisaged had, therefore, to take into account a mental attitude that had to be completely altered if any success were to be achieved in the building-up of an efficient Naval Fighting Service. Lack of understanding, lack of funds and a tradition that gave the Army first and only place in India's defences all had to be eliminated if any success was to be hoped for. I hitched my wagon to a star which gave me and those who helped me so splendidly an ideal which, even if it was not completely achieved, spurred us on to continued effort.

The Chatfield Commission which visited India in 1938 did a great deal to help the progress of the Royal Indian Navy. The crisis of September 1938 was another event that enabled plans for the expansion of the Service to be pressed forward. The outbreak of war found India unprepared, but the Naval plans, having already been thought out, were ready for immediate implementation and no delay was encountered in the commencement of a very large and rapid development. With an expansion such as was envisaged, the provision of adequate training staff and facilities became one of the most serious bottle-necks. This difficulty, like most of the others, was overcome and it was found possible to provide fully trained officers and men for the rapidly increasing fleet. The technical schools of the Royal Indian Navy today are all of a very high standard, and it is considered that the training given is comparable to that received by the personnel of the Royal Navy.

MANY major factors had to be considered in this large-scale development. Shipbuilding was one of these and it presented a number of problems. Where were the ships to come from? By 1942 Hong Kong and Singapore had gone, and India had no shipbuilding industry worthy of the name. Eventually ships were built in England and Australia, and Indian shipbuilding capabilities were examined and organized so that in time every available slipway in India was utilized. It was indeed heartening to visit Calcutta when the Naval programme was well under way and to see lines of hulls in various stages of completion where no activity was to be seen before the war.

Naval bases were non-existent in India, so these too had to be provided. But before long there were well equipped and efficiently run Naval bases on both sides of the peninsula capable of dealing with the care and maintenance of all vessels that were likely to use the ports. The question of personnel was, without doubt, the crux of the problem; provision of adequate numbers of the right type of officers and men was far from easy and their training presented another major difficulty. But I am happy to say that even these obstacles were successfully overcome and the Royal Indian Navy produced not only the requisite number of ships but a full complement of officers and men.

The R.I.N. Fought in Many Seas

Ships of the Royal Indian Navy were employed in many seas. The Battle of the Atlantic claimed some of India's men-of war while the Red Sea, Persian Gulf, Arabian Sea, Bay of Bengal and Indian Ocean were also the scenes of much of their activity. Royal Indian Navy craft also operated in waters around Singapore and as far South as Australia. In the Arakan campaigns of 1944 and 1945 full scope was offered for the employment of the smaller ships and on many occasions they played an important part in these operations. Wherever they were used they gave an excellent account of themselves and a very fair proportion of awards for war service fell to their lot.

THE ROYAL INDIAN NAVY suffered its full quota of casualties. Ships were sunk by torpedo, mine and gunfire; aerial attack became a matter of routine for many of them. Perhaps the most outstanding performance was the action fought by H.M.I.S. Bengal (Lieut.-Commander W. J. Wilson) on her way from Australia to India in Nov. 1942. This fleet minesweeper was escorting an oiler to India. One fine morning smoke was sighted on the horizon, and the Bengal closed to investigate. She found two Japanese armed merchant cruisers, one of 10,000 and the other of 6,863 tons, each armed with a broadside of five 5·5-in. guns. Without hesitation the Bengal closed the nearer enemy ship at full speed and opened a rapid fire which was not long in taking effect. The Japanese vessel returned the fire and the situation became critical.

Undeterred, the Bengal pressed on and maintained her fire, gallantly supported by the oiler, the Dutch Ondina, which received such severe damage that at one stage of the action she had temporarily to be abandoned. Soon the result of the Bengal's good shooting began to show and in a short time the larger of the two enemy ships, Kikoku Maru, was ablaze from stem to stern, finally sinking as the outcome of a heavy explosion. Her consort, seeing how the battle was going, made off at full speed and was not seen again. Armed with nothing heavier than a single 4-in. gun and handled with the greatest determination and courage, the Bengal had achieved a notable victory.

Looking back upon the record of the Royal Indian Navy, I have nothing but praise to offer to the Indian sailor. He has done his work unremittingly in extremely difficult and hazardous conditions. At all times and in all places he has shown himself courageous, determined and excellently disciplined. When well led he is capable of anything. To the officers also must be accorded their meed of credit. Starting from the very beginning, as so many of them had to do, they took their work seriously and learned all there was to learn in a remarkably short space of time. Their keenness and enthusiasm were of the highest order.

NO account of the creation of India's new Navy would be complete without reference to India's Press. I found them extremely helpful at all times; indeed all the Royal Indian Navy owe them a great debt of gratitude for their unstinted help and assistance offered freely at all times.

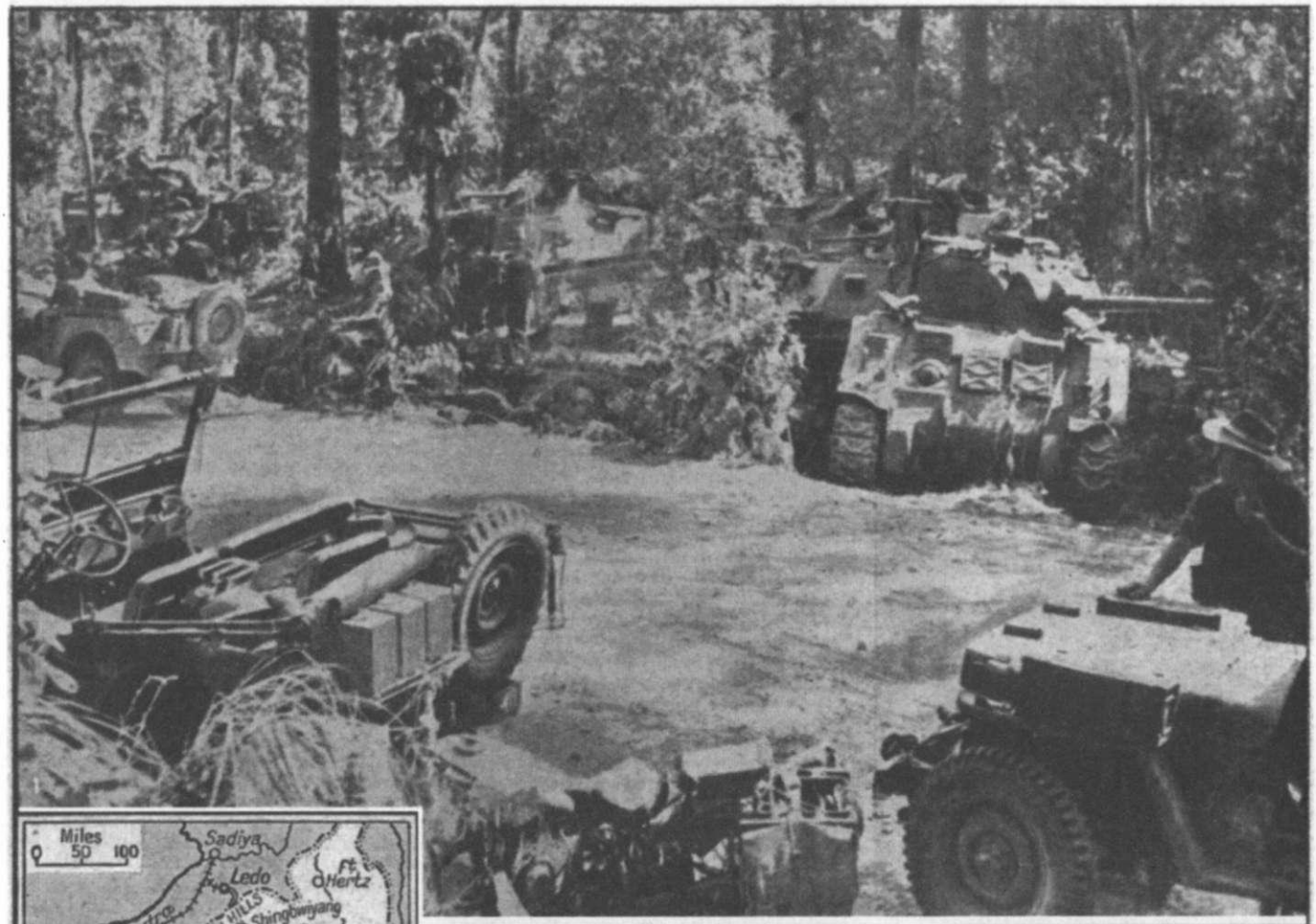
The building up of a navy is a work that is not given to many people, and I count myself proud and fortunate that it should have fallen to my lot to create the Royal Indian Navy as it is today. The battle was a long one and at times difficult, but I think that I can say that most of our problems were overcome and that, in the end, we did produce something of which India could be proud.

Security prevents me from giving numbers of ships and personnel, but it may be taken as correct that the increase registered would need a large figure by which to multiply the numbers that existed before the expansion was commenced.

[According to Jane's Fighting Ships, the ships include 10 sloops, one corvette, 16 fleet minesweepers, 40 trawlers, a surveying vessel, and numerous light craft and auxiliaries. Personnel in Nov. 1943 numbered 27,000.]

Commander J. W. JEFFORD, R.I.N., and his Navigating Officer, Lieut. P. S. Mahindroo Singh, R.I.N.R., on board H.M. Indian sloop Godavari, typical personnel of India's new navy. *Photo, British Official*

Bound for Mandalay Across the Shwebo Plain



SHERMAN TANKS AND ARMOURED VEHICLES of Lieut.-Gen. Slim's 14th Army in Burma (1) waited for the signal to advance again after a brilliant 30-mile dash between Kalewa and Shwebo, rail town (finally cleared of the enemy on January 11, 1945) and last important centre before Mandalay, 50 miles away. Near Pyingaing, British armour was assembled in strength for the first time in the Burma campaign on Christmas Day and Boxing Day 1944: three days later, against stiff Japanese resistance, it had advanced 30 miles, linking up with other Allied forces. British troops (2) display a Japanese flag captured in the village of Payan, an enemy stronghold holding up our progress from Zigon to Shwebo. Vitally important in our advance across the Shwebo plain to Mandalay was the Kabo weir on the River Mu, and General Slim's men approached it with such speed that the enemy abandoned it intact. This is Burma's dry belt and each division of troops needs 20,000 gallons of water per day. Anticipating a Japanese counter-attack, British troops, well dug in, guarded the approaches to the weir (3).

Photos, British Official. Map by courtesy of The Times

On Myebon Peninsula in Jap-Infested Arakan

RECONQUERING THE ARAKAN, whose ancient capital, Myohaung, was occupied on January 28, 1945, Indian troops were ferried along a tributary of the Kaladan in landing craft of the Royal Indian Navy (1). British commandos (3) en route to the Myebon Peninsula, 60 miles south-east of Akyab (see page 632, and map opposite), where they landed on January 13—the fourth Burma landing in three weeks. A Sherman tank of the 25th Indian Division (2) pursuing the enemy beyond Myebon.

Photos, British and Indian Official

Can Hitler Wage War Without Front Lines?

Elaborating the fascinating and widely discussed subject as to how Nazi Germany might fight on when the last of her organized forces has been smashed, Dr. EDGAR STERN-RUBARTH outlines the probable plan of Nazi strategy after her inevitable collapse. His statements are based on special information and searching study. See also page 494.

At first sight it would seem an inevitable consequence of the complete breakdown of Hitler's coherent and organized front lines that Germany would have to acknowledge defeat. That means, of course, "unconditional surrender," since the Allies have announced that there will be no negotiation.

But because they realize what that means for them, Hitler and his gang long ago decided otherwise. And, if without a hope of turning the tables, they have an eye to protecting their forfeited lives, possibly by making us weary, negligent, and more tractable after a number of months.

This, then, is their scheme: all that is left of the German forces, seasoned, reliable—and that means "Nazified"—is prepared to follow the leaders and therefore must be salvaged. In larger or smaller units—armies, corps and so on—they must be kept together and positioned in a new variety of Hitler's once successful defence areas, the famous "hedgehogs," each under a faithful and reliable commander, provided with huge stocks of food and ammunition, surrounded by impregnable fortifications and with indestructible shelters for the whole garrison. These hedgehogs would be connected with each other and with their central command by short-wave transmitters—centres of resistance intended to become thorns in the flesh of any army of occupation.

"HEDGEHOG" MAP OF HITLER'S UNDERGROUND EUROPE from which he may continue to wage war after the inevitable defeat of the Wehrmacht in the field—as suggested in this page. Defences of this nature already in existence or being hastily prepared range from La Rochelle and Venice in the south to Bergen and Königsberg in the north. Some have already fallen to the Allies.

"We cannot hold lines any more? Well, we shall hold fortresses! We cannot defend cities? Then let us hold mountains, caves and tunnels! We cannot enforce a favourable decision? Then let us go on harassing the enemy until he compromises! We cannot rule the country any longer? Then let us intimidate it!" That, approximately, is the Nazi logic which dovetails with Hitler's mania, which for the last six months or so has occupied his attention to the exclusion of other military interests: the survival of National Socialism as a doctrine, a religion, for a thousand years, irrespective of losing this war, the latter to be dismissed as a "mere episode."

It is crazy and blasphemous in its intended parallel with Christianity forced underground, into the catacombs when proscribed and outlawed by Roman Caesars. There exist a number of these hedgehog-citadels of the Nazi forces, and four of them have stood siege for over half a year. One comprises the three Atlantic strongholds of Lorient, St. Nazaire, and the larger one embracing La Rochelle and the whole coastal area of western France down to and including the mouth of the Garonne, one of France's main doors to the sea.

Another is Col.-Gen. Schoerner's domain in Latvia where, with the encircled 16th and 18th Armies, he holds the country from Riga to Libau. The one around Budapest has just been liquidated by the Russians. In East Prussia, the C.-in-C., though less successful than Schoerner, had orders not to evacuate his forces, the 3rd Tank Army and the 4th Army, even had there been a fair chance of doing so; but while the armies in the Baltic prove able to prevent the huge Russian forces from compressing them in a narrow corridor, General von Tippelskirch's defence lines were overrun when the fortification chain of Lötzen, and the natural protection of the Masurian Lakes, fell to Cherniakhovsky's and Rokossovsky's astutely planned onslaughts.

There are at least five more hedgehogs, mostly of much greater importance and size, under preparation, and they are likely to be well stocked when the time comes for investing them. The first is the southern Norwegian bulge, including the country's two main outlets Oslo and Bergen, and controlling the entrance, through Skagerrak and Kattegat, of the Baltic Sea, possibly with some subsidiary stronghold across the straits, in north-western Jutland. The second, and the only other territory outside the Reich itself that the Nazis deem it essential for their purpose to hold, is behind the Adige-Brenner Line, in the province of Venice and including that city and port.

For both, fortifications have been under construction at least since last summer, when the Allied landings in Normandy sounded the death-knell of Hitler's regime. Two more have since been started: one for the protection of both Germany's main seaports, Hamburg and Bremen, and the Frisian islands along their coast-line, and another in the Black Forest, behind Germany's strongest fortress north of the Swiss frontier, Istein, and in exploitation of the huge, wooded mountain ranges and deep ravines and rushing streams of that sub-alpine landscape.

The fifth, and main giant hedgehog, Hitler's own perfect fortress (see page 494), is of incomparably larger size and elaborate design. Its outer lines cover, and exploit, practically the whole Austrian chain of Alps, from the Swiss border to the neighbourhood of Vienna, in the south, and the Bavarian outskirts of the Alps, probably meant to include Munich, in the north. Within that outer fortress, covering an area of about 10,000 square miles, there is an inner citadel of much smaller size, with Hitler's own eyrie at Berchtesgaden, the town of Salzburg, and the natural range of caves—ancient salt mines adapted to this new purpose—interconnected and equipped with all the latest gadgets, in the middle of it. Here will be the nerve centre and headquarters of a Nazi army spread and dissolved into fragments, waging war without front lines.

There are at least four more potential hedgehogs—if the Nazi organization and German forces can stem the Allied assault long enough to prepare and equip them. The first is Berlin itself, or at least part of her huge wooded area intersected with many river-arms and lakes. The second, in the Iron Mountains, 3,000 to 4,000-foot ridges along the Czech border (round Annaberg), where remnants of the former formidable Czechoslovak "Maginot Line" could be combined with the natural defences of the thickly wooded heights.

The third (round Detmold), in the Teutoburg mountains west of the river Weser, a minor yet difficult chain of hills which might be preferred to the higher Harz. The fourth, the Danish island of Bornholm south of the tip of Sweden, 112 square miles in area, was long ago selected as an experimental station for new weapons, ultimately to become a well-garrisoned stronghold. This has its historical associations, for from there, the old "Burgundarholm," more than seventeen centuries ago the Germanic tribe of the Burgundians, later the heroes of the Nibelungen Saga, started their fighting and conquering trek which ultimately led them to the wine lands of France.

It may seem ludicrous to connect up-to-date military planning with considerations of national mysticism. But since the scheme of this future war—possibly preceded by a giving-up of the North-German plains and a strategic move for protecting southern Germany as a whole—originated in a maniacal mind, and was backed and elaborated by its henchmen, it is no more incredible than Hitler's other dreams and blunders. Averting his eyes for the last six or seven months from military realities, he seems totally unaware of the fact that the sweeping Russian armies have made light of his hedgehogs as originally planned. It remains now for the Nazi leaders to realize that their new, perfected, gigantic variety is similarly doomed.

With Sinews of War Through the Persian Gulf

FOUR-AND-A-HALF MILLION TONS OF SUPPLIES TO RUSSIA were delivered through the Anglo-U.S. Persian Gulf route by the end of 1944. A heavily burdened convoy (top) alongside the new Allied-built docks at Khorramshahr on the Persian Gulf, from which by rail and lorry, across some of the most difficult terrain in the world, supplies are carried to Caspian seaports of the U.S.S.R. Lorries climb the zig-zag route (bottom) to Persia's central plateau. (See also pages 392-393.)

Photos, New York Times Photos

Enemy Forces Lured to their Doom by Bluff

Hand-in-hand with the tricky art of large-scale camouflage goes wholesale deception of the enemy with dummy tanks and guns, fake towns and wharves and railways. Even non-existent fighter-pilots have done their bit. Efforts of the "deception officer"—specialist in make-believe—can have rich and sometimes spectacular results, as instanced by ALEXANDER DILKE.

ONE of the most ingenious tricks of the war, resulting in two fighter planes being shot down by a "ghost" pilot, has been revealed in the official story of the air battles of Malta. It was in April 1942, when the Luftwaffe in strength was making its most determined efforts to finish off that "unsinkable aircraft-carrier." Ammunition and planes were short. Sometimes the handful of planes went up without ammunition and bluffed the Messerschmitts, which showed great respect for the few Spitfires and never knew whether these were armed or not.

One day German bombers came over with a fighter escort when no British planes could be sent up. Group Captain A. B. Woodhall, in charge of the Operations Room, had a happy inspiration. He created an imaginary "Pilot Officer Humgufery" and started giving him orders over the radio. The orders were "received" by a Canadian pilot with an unmistakable voice who happened to be in the Operations Room at the time. He replied in the name of Humgufery as if he were in the air.

THE Germans intercepted the messages, and soon came the cry "Achtung! Spitfeuer!" The enemy had picked up the "ghost plane," which presumably they imagined was above them and coming out of the sun. Just what they thought we shall probably never know, but their confusion was such that they proceeded to shoot down two of their Messerschmitts. Those two planes were credited to the imaginary "Pilot Officer Humgufery."

One of the most spectacular bluffs was carried out in Libya by a small party of the South Nottinghamshire Hussars. It was necessary to keep the Italians in Maktila, which they held very strongly, while an attack was mounted in another direction. The instruction to the Hussars was, "Keep them on the hop!" They were given a fairly free hand—and four wooden guns with a number of dummy men. For some days they patrolled round the Italians' outer defences but the Italians stayed in their strongpoints and refused to reveal themselves. It was therefore decided to mount a fake attack to stir them up.

In darkness the four dummy guns and about twenty dummy men were placed in position. Then the party's one real field gun was concealed about 400 yards from the Italians' position. The attack was made at dawn, with a maximum of noise and much bomb throwing, which the Italians apparently mistook for shelling. They decided to retire into the fortress in the face of such a strong attack, and were followed up by the one real gun firing shells as fast as it could.

WHEN they reached the fortress, the Hussars began to prepare to follow up the unexpected success of their attack. But before they could do so the defenders, convinced they were surrounded by a powerful force, put up the white flag and surrendered. Over 5,200 men laid down their arms to a handful of live men, twenty dummies and four wooden guns!

Armies now have officers who are specialists in the art of bluffing. An officer appointed to carry out a big deception has to go to work like a stage manager—in fact, one of the experts was formerly a famous stage manager. He must be prepared to use his ingenuity in producing "props" to convince the audience of enemy reconnaissance pilots that his "show" is genuine, and may have to carry realism a long way, hoodwinking friends as well as enemies.

General Platt, when he was G.O.C. for East Africa, revealed after the Abyssinia campaign that on one occasion a "deception officer" he selected for a vital task was so good that he deceived everyone, including General Platt. The occasion was the attack from the Sudan, when it was planned to go for Kassala. But the Sudan is not an easy country in which to conceal large numbers of troops, and it was important to deceive the Italians about the direction of the attack, because if they had had time to reinforce the attack would have been fruitless.

Sudan was full of enemy spies and the deception officer had to back his bluff with some real stuff. He persuaded the Royal Navy to start lengthening a wharf at a Red Sea port. He had hundreds of men extending a railway. He erected a field hospital and even sent doctors and nurses there. The wharf was never used, and it was not until long after that the Navy discovered its leg had been pulled. No troops ever travelled along the railway extension, and doctors and nurses at the field hospital waited in vain for casualties. But the bluff was completely successful. Spies sent back plenty of information which was correct, and for that very reason the Italians were completely deceived. The attack on Kassala was successful, and although hundreds of men had laboured at installations never intended for use they had not laboured in vain.

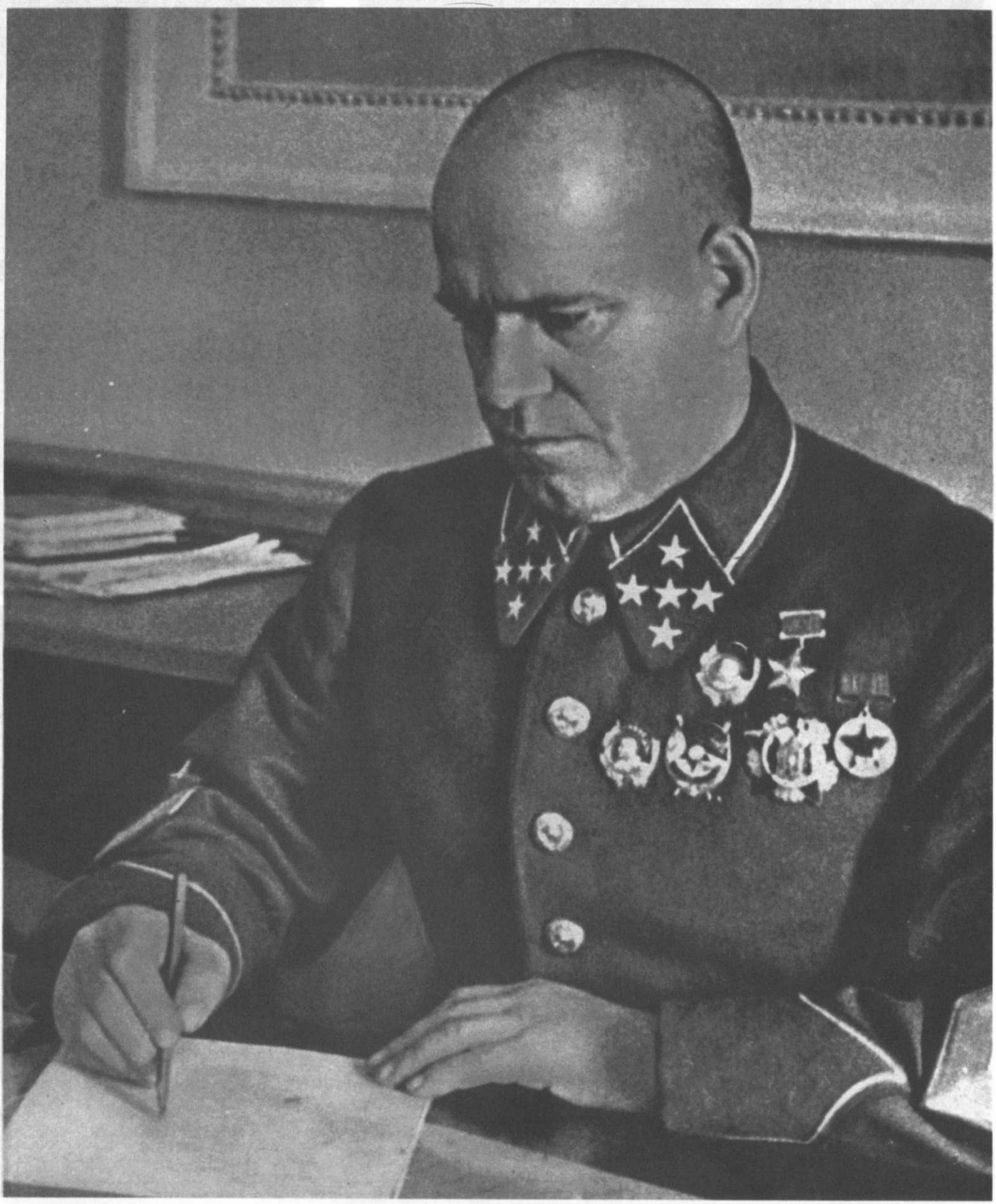
NO WOODEN HORSE OF TROY but a dummy found on an abandoned airfield in Holland taken by our troops in their advance late in 1944. The retreating Nazis "stocked" many of their airfields with these "lath-and-plaster" horses and cattle, hoping to delude the R.A.F. into the belief that they were quiet farmsteads. *Photo, British Newspaper Pool*

DUMMY tanks were probably the invention of the Germans, and when the full truth is known it may be found they carried out one of the biggest bluffs in history in the years immediately before the war. We used them effectively in North Africa at different times. On one occasion 7,000 Axis soldiers surrendered to 25 wooden tanks and eight wooden guns. Success at El Alamein was at least partly due to the way the enemy was bluffed over the 10th Corps. This Corps was engaged in very convincing training some fifty miles from the front just before the battle. It was moved up at night at the critical moment and the enemy thoroughly deceived.

One of the quiet pieces of bluff carried out by deception officers was discovered when we captured Tobruk in January 1942. Documents complete with many details were found in the Italian headquarters, describing a newly-arrived Australian division in Egypt. The Italians even had the exact date of disembarkation, figures for the equipment and names of the ships from which it had landed. This would have been splendid for the Italians if the Australian division had existed. But it was entirely imaginary. Someone had "planted" it on the enemy, who probably paid quite a lot of money for the "information."

THE air war has given rise to camouflaging of vital targets, and the Germans have spent millions on building dummy towns, concealing landmarks and so on. It is all a very delicate business, calling for keen appreciation of the enemy's psychology. On one occasion the Germans bluffed the R.A.F. They put a few landing lights on a dummy airfield, and turned all the lights full on at the real aerodrome. They guessed our bombers would go for the dummy, thinking that the excessive lighting at the other aerodrome was intended to catch the eye. This trick, of course, does not work twice. We have been equally successful, and have attracted bombs to dummy targets by camouflaging them just badly enough to enable them to be detected.

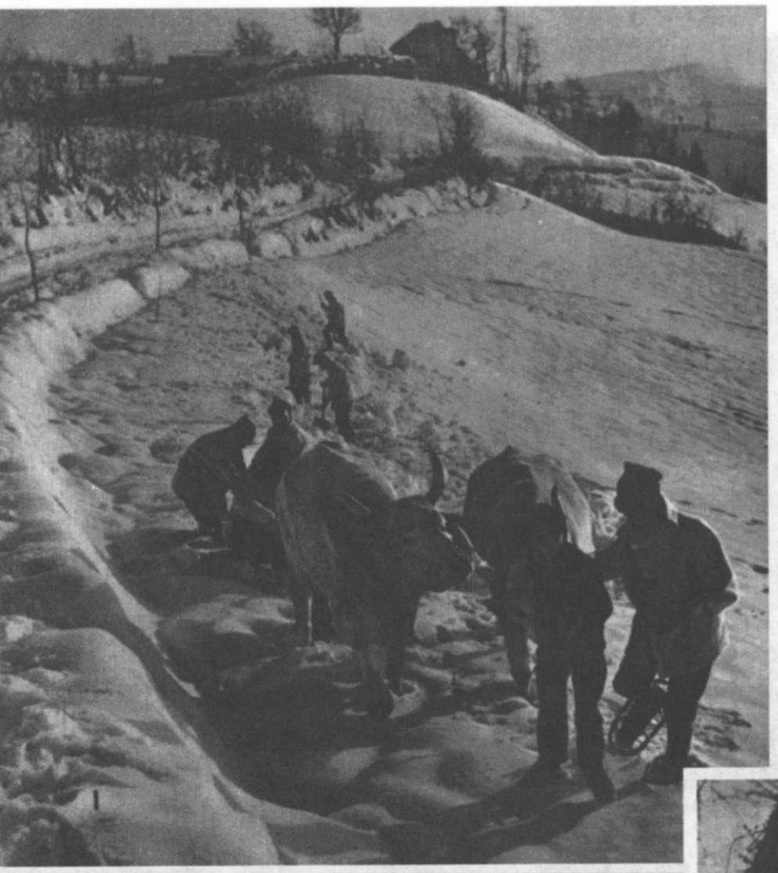
The simplest bluffs are often the most effective. Three men ordered to delay advancing Germans in a village took six beer bottles and placed them across the road at even intervals, then retired to a house to watch. A German appeared, eyed the bottles cautiously, and went back, evidently to report. Others appeared, but another half-hour was wasted before the Germans picked off the bottles one by one from a safe distance, then, finding nothing happened, they became even more cautious, thus lengthening the delay we desired.

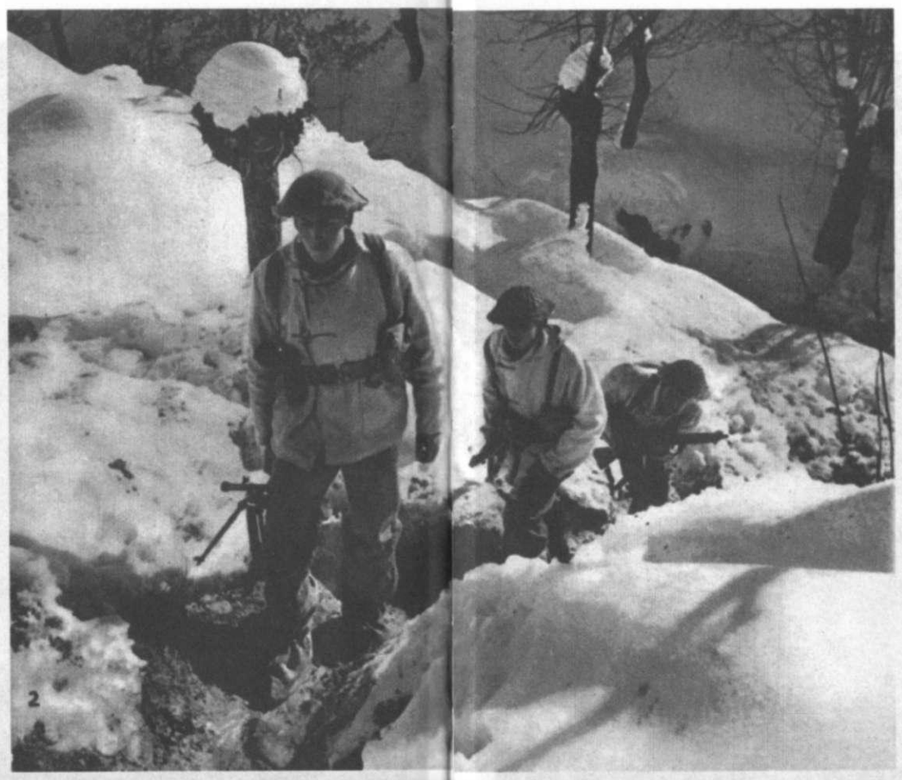


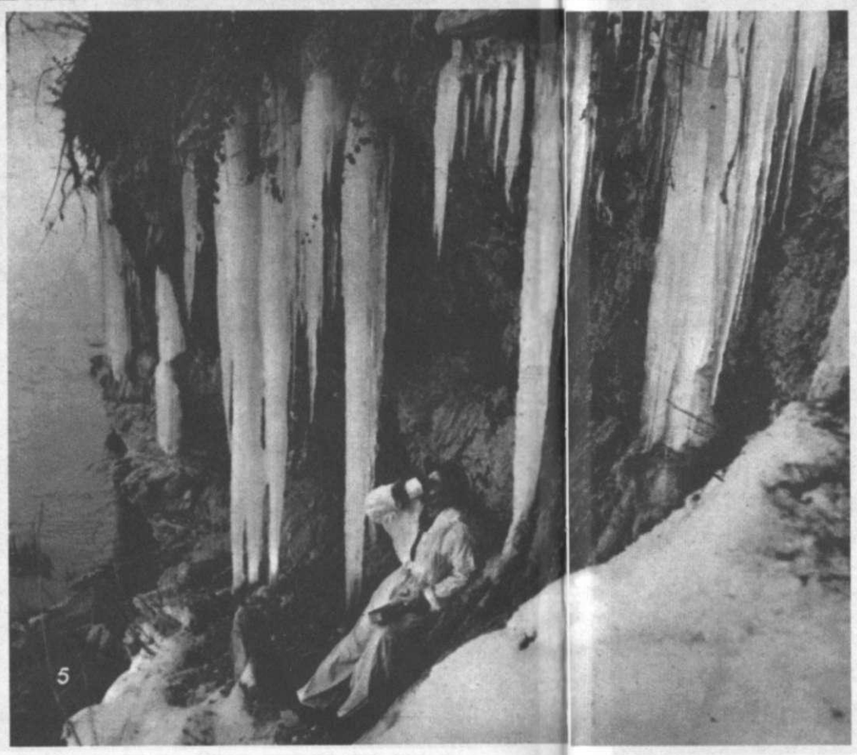
Photo, Planet News

Marshal Gregory Zhukov: His Target Berlin

Once a private in the army of the Tsar, now First Deputy of Marshal Stalin (Supreme C.-in-C. of the Soviet Armies), 50-years-old Marshal Gregory Konstantinovitch Zhukov on Jan. 14, 1945—in command of the 1st White Russian Front—launched in Central Poland the mighty offensive which liberated Warsaw and within three weeks was closely threatening the Reich capital. Saviour of Moscow in 1941, he organized the defence of Stalingrad in 1942, and relieved Leningrad in 1943.







Italy's Worst Winter in Living Memory—

Photos, British Official

— Froze Contending Forces to Immobility

The snows came, and biting wind and bitter frost gave skating-rink surfaces to the roads. On-the-spot ingenuity and improvisation became the order of the day: gunners of an anti-tank regiment of Royal Artillery used home-made ploughs drawn by oxen to clear a mountain path (1). Moving up to relieve forward troops of the 5th Army a section nears the end of an arduous climb (2). Fighting alongside British on the 8th Army front, Italians man a 17-pounder anti-tank gun (3). Only skis and ski-sticks enabled Lieut. W. Cheney, of Kent, in charge of an 8th Army report post in the Apennines, to attempt his daily rounds (4). Gargantuan icicles failed to impair the appetite of Sapper R. Vass, of Surrey, resting by the Santerno's bank (5). After a thaw on the 5th Army front, the Santerno promptly rose three feet, became a raging torrent and ripped this pontoon bridge (6) to pieces, whilst Royal Engineers made desperate efforts to save what they could of it.

No German Remains in Warsaw or Memel

Photos, U.S.S.R. Official, Pictorial Press

Through the stricken streets of Warsaw, reconquered Jan. 17, 1945, marched troops of Marshal Zhukov's 1st White Russian Front (top) with men of the Polish 1st Army who shared in the battle for the capital. Completing the liberation of Lithuania with the capture of Memel, German stronghold-port, with its naval base and shipyards, on Jan. 28, these warriors (bottom) of the 1st Baltic Front, commanded by Army-General Bagramyan, were among the first to reach the Baltic coast in that area.

In the Wake of Our Armies Marches U.N.R.R.A.

Mighty labours of the United Nations Relief and Rehabilitation Administration (U.N.R.R.A.) are under way. Of its various Liaison Missions to Allied Governments in Europe, those to France and Luxembourg are already in operation, and there is an U.N.R.R.A. Yugoslav camp in the Sinai Desert. Work to be accomplished is explained by JOHN ALLEN GRAYDON. See also page 46.

THE freeing of the countries in Europe occupied by the Germans is being accomplished in two ways: from the military aspect, and with relief measures necessary for the life and health of the community. The Allied Armies have already gone far on the military side. Now experts are studying more closely than ever the full meaning of the word "Relief," and in this sphere of operations U.N.R.R.A. is playing a leading role.

In Europe today the people are in their lowest state of health for many years. That is why Dr. Wilbur Augustus Sawyer, World Director of Health for U.N.R.R.A., has prepared vast plans for the speedy relief of those who have for so long suffered at the hands of the Germans. Dr. Sawyer, who fought as a

IN ATHENS during the recent disturbances, this American U.N.R.R.A. relief-worker frequently distributed food and medical supplies under fire. *Photo, British Official*

United States Army infantryman in the last war, is 61 years of age, and for the past nine years has been Director of the International Health Division of the Rockefeller Foundation. Best-known for his vaccine against yellow fever, he has an international reputation as an organizer. Without doubt his present post makes colossal demands upon his skill. A native of Wisconsin, he has twice visited Britain since the outbreak of war; the first occasion was during the blitz of 1940, the second in September 1944.

The department of U.N.R.R.A. which Doctor Sawyer heads has called upon medical science for all latest developments; as an example, the new D.D.T. insecticide, so efficient against malaria, will play a prominent part in keeping down epidemics. During their occupation of France and Belgium the Germans sent to the Reich most of the medical drugs they could lay hands upon. Hospitals were destroyed, and trained medical staff were put to work in war factories. The result is that many health services will have to be built up all over again.

EMERGENCY medical units, each with enough drugs and other requirements to meet the demands of 100,000 people for one month, have been constructed, and every unit has a hospital with beds for 200 patients, an operating theatre and X-ray equipment. Five small hospitals, with forty beds, for use in small towns and villages are included. There is also a standard unit which has supplies for one million people for three months.

Eighty crates of medical supplies provided by U.N.R.R.A. were in January 1944 being flown from Britain to Moscow on the first stage of their journey to liberated Czechoslovak territory. This consignment, consisting of drugs, dressings and instruments, is only the first instalment. A much larger consignment, from the U.S., will shortly go by sea, including drugs and dressings packed as units to supply 100,000 people for one month, hospital units with equipment for 40-bed and 200-bed hospitals, laboratories and X-ray units with mobile diagnostic sets, for the use of a team of Czechoslovak doctors. The shipment of these supplies to Czechoslovakia and also of U.N.R.R.A. relief to Poland was facilitated by the Soviet Union agreeing to the use of Black Sea ports.

ONE of the most urgent and important of the Health Department's problems is the return in the quickest possible time of millions of displaced persons to their homes without increasing the health hazards of Europe by the spread of epidemics. In so far as Military and Allied Governments do not undertake this responsibility themselves, the Displaced Persons Division of U.N.R.R.A. will be in charge, advised on health matters by the Health Division.

The object is to ensure that uniform and co-ordinating measures of medical inspection, delousing, immunization, and so on, are carried out in the countries of departure, transit, and arrival; so that, on the one hand, the danger of epidemics is reduced as far as possible, and on the other that displaced persons are not unnecessarily detained in quarantine on frontiers and their return delayed.

150 Million Distressed Europeans

Another high U.N.R.R.A. official to whom Europe looks for assistance is Toronto-born Miss Mary Craig McGeachy, 39 years old Welfare Director. Her duty is to supervise essential relief for distressed people in liberated areas, and it is thought she may have about 150 million Europeans relying upon her for help before the end of the present year. As Britain's first woman diplomat, in 1942, she became First Secretary of the British Embassy in Washington, and it was while filling that post that she showed such skill that the Welfare Directorship of U.N.R.R.A. was given to her. A complex organization such as U.N.R.R.A. has always to be preparing for new tasks, and one of the latest developments has been the establishment of a residential Staff College at Reading under the charge of Mr. W. E. Arnold-Forster. At this College members are prepared for the work of assisting the Army in the repatriating of 10 million Allied Nationals now in Germany and Austria. Forty-five members took part in the first course. They spent two weeks in an

INOCULATING A SMALL CHILD against diphtheria, at an U.N.R.R.A camp set up in Palestine for refugees of Greek origin. *Photo, British Official*

intensive study of the purpose and organization of U.N.R.R.A.; the relations of the organization with the Governments and citizens of the United Nations, as well as the Military. The repatriation of Displaced Persons also received a careful examination.

NO attempt is made to train experts in a particular field, for the members on the course are already specialists when U.N.R.R.A. engages them. Many are Welfare Workers, Doctors, Nurses or Administrators. The men and women who study at the Reading Staff College are of different nationalities. Several are ex-soldiers with experience in transport, feeding services and camp administration; others are experts at civilian relief; many have lived in Europe under the Germans; still more gained their experience during the blitz on Britain. All, in their respective roles, have an important niche to fill in Europe. The Staff College helps them to understand in full their responsibilities.

When the students have finished their two-weeks course they give way to another class, returning to London for a further fortnight of hard training. When the first batch of students returned to London they met U.N.R.R.A. officers newly-arrived from the liberated countries and who gave them accounts of conditions there. Also the students talked with officials of interested Governments, who explained special problems and backgrounds of their own nationals who await liberation when the Allies march into Germany in strength.

U.N.R.R.A. OFFICERS AT SCHOOL AT READING, ENGLAND. In this residential Staff College members are intensively trained to undertake the highly responsible work described in this page. They include soldiers, airmen, policemen, tea-planters, chemists, engineers, nurses, solicitors and journalists, all specialists in some particular field. *Photo, Sport & General*

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

IF we did not know that Governments are frequently deceived—or deceive themselves—about the intentions of other Powers and their own readiness to meet any sudden attack, it would be matter for astonishment that both the British and American Governments were caught unprepared by the Japanese onslaught in the Pacific at the end of 1941.

That onslaught is often described with indignation, both here and in the United States, as "treacherous" and "dastardly." Why use these epithets? Why affect surprise that a nation taught by the others to play Power Politics should take the trouble to play that game as skilfully as possible? Morals and Power Politics have nothing whatever to do with one another. That is why we must get rid of Power Politics if we want decency and honour in international dealings. We must use power for the benefit of all, and not allow it to be used for selfish national ends.

Obviously, so long as power is used for those ends, we must regard such sudden opening moves as the Japanese made without warning, not as infractions of a rule (because in war there are no rules) but as part of the game. If I were apportioning blame for the events in the Pacific between December 1941 and the summer of the following year, I should be inclined to find less guilt in Japanese action than in the failure of the British and American Governments to make full preparations to meet that action. Yes, and I would include the Netherlands Government in that condemnation, for it had taken few precautions to safeguard its colonies Sumatra and Java against blows long foreseen by everyone who watched the course of Japanese policy and knew what the military and naval cliques in Tokyo were aiming at.

THE LAND ROUTE TO CHINA REOPENED AFTER 3 YEARS

THE Supreme Allied Commander, South-East Asia (Admiral Lord Louis Mountbatten), dispatched the following telegram on January 22, 1945, to the President of the U.S., the Prime Minister of Great Britain and the Combined Chiefs of Staff.

"The first part of the orders I received at Quebec has been carried out. The land route to China is open."

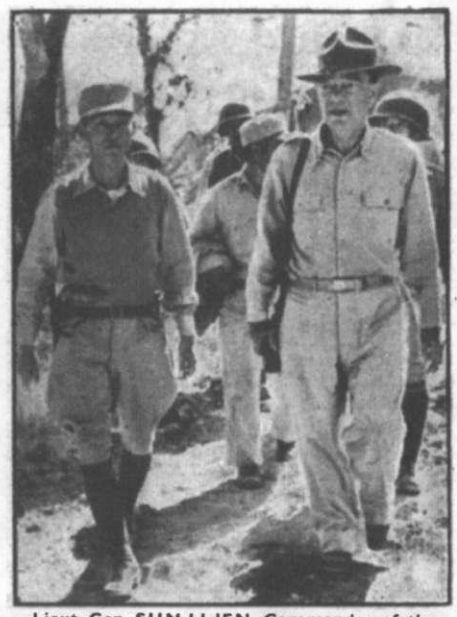
Congratulations to Admiral Mountbatten were conveyed in this telegram from the Prime Minister:

"I send you on behalf of His Majesty's Government our most warm congratulations on reopening the land route to China in fulfilment of the first part of the directive given to you at Quebec. That this should already have been achieved in spite of the many disappointments you have sustained in the delay of the reinforcements which you were promised, reflects the greatest credit on yourself, all your Commanders in the field and, above all, upon the well-tried troops of the Fourteenth Army, gallantly sustained as they have been by the R.A.F. and the 15th Corps.

"The ready assistance in all possible ways of the United States forces and also of the Chinese forces, is as warmly and gratefully recognized by His Majesty's Government as it has been throughout by you."

THIS view may shock some, but it is the rational view. Nothing can be more futile than to mix up sentiment with war. How foolish to describe our soldiers as fighting magnificently like lions, while we say the enemy fought fanatically like rats in a trap! There is a little too much of this in the very fine tribute to our troops in Burma which South-East Asia Command issues at the low price of threepence and under the title SEAC Souvenir. (Original issue printed by A. D. Bose in the office of The Statesman, Calcutta, who provided facilities as a war gift). Everyone defends himself fanatically when his life depends on it. Everyone attacks ferociously when properly worked up—and it is the business of those who train troops to work them up. Over and over again in this stirring record we are given proof that in ferocity the men of the Fourteenth Army could give the Japanese points every time.

The enemy could not, of course, have entered Burma so quickly if the French in Indo-China and the Siamese in what is now called Thailand had not given them a great deal of assistance. Thanks to this, the Japanese were able to strike at India—with very fair chances of success. An Order of the Day to the invaders issued by the general in command of this operation said it would "engage the attention of the whole world and was eagerly awaited by a hundred millions of people in Japan." Its success would have a profound effect on the course of the war and might even lead to its conclusion. "We must therefore," he ended, "expend every ounce of energy and talent to achieve our purpose."



Lieut.-Gen. SUN LI JEN, Commander of the 1st Chinese Army (left), and Lieut.-Gen. Dan I. Sultan, commanding Allied Forces in the Northern Combat Area of Burma, entering Bhamo after its capture on December 15, 1944.
Photo, L.N.A.

Tribute to Our Troops in Burma

WELL, they did all they could. That general could not blame his armies for the failure which probably led to his suicide. They were thoroughly well equipped, they were well trained, they were clever in jungle warfare, they were almost incredibly tough. But his effort collapsed because he brought them up against men who, though not so hardy by nature and not so plentifully supplied with the machines that war today requires, fought better than they did and threw them back. There were times when it seemed as if only miracles could prevent the Japanese from invading India. Every one of those times the necessary miracle happened—or rather, it didn't "happen"; it was worked by the courage and doggedness and skill in fighting under terribly difficult conditions of the men of the Fourteenth Army, that army which has earned a place in history that will never die away.

When Imphal Was Besieged

There was, however, something in the nature of a miracle on conventional lines which helped a great deal. This was born in the quick, inventive mind of General Wingate. When he proposed to lead a force that would operate far behind the Japanese lines and play havoc with their communications, he was asked, "What about your own supplies?" He said, "We'll get them by air." And that was how they did receive them. Regularly the aircraft loaded with all the expedition needed found out where it was and dropped parachute cargoes, scarcely any of which missed their mark. This method more than once warded off disaster.

For instance, when Imphal, that place we used to hear of every day at one time, was besieged last spring, the enemy counted on forcing our surrender by starving out the garrison. They relied on this so confidently that they announced the town's capture in Tokyo. But they had not reckoned with the method of supply from the air. "Day after day the hungry Japs on the surrounding hills saw the stream of troop-carriers bearing in food, fuel, ordnance, ammunition, stores, men and even water. They brought out the wounded over the very gun-sights of the enemy. Behind them supply units, transport men and L. of C. troops slogged to keep the dixies and the magazines filled for the men in the line. Unbelievable reports flamed round the world of impending grief. The men of the 4th Corps on duty at Imphal serenely stuck it out."

THE use of that word "serenely" is an example of the fault I have mentioned. It is silly to suggest that any troops in such a position as those at Imphal are "serene." It was a lie to suggest, as Japanese radio did, that "confusion and alarm" prevailed. It was a stupid lie to be put about by a commander whose forces were being destroyed daily by the "confused and alarmed" garrison. But though those 4th Corps men were neither rattled nor bewildered they would grin grimly at the idea that they felt "serene."

Except for the Australians in New Guinea, no troops have ever had to fight a prolonged series of battles in such frightfully difficult country against an enemy who had managed to occupy the best positions before we were able to turn and rend him. Of the Mayu range of mountains in the Arakan area the Japanese command wrote, in an order to its forces, "It is a fortress given to us by heaven, to furnish us with defences, obstructions, concealment, with water, with quarters, with supplies of building material unlimited. Its heights and rivers will shortly become an unforgettable new battleground."

ALL that was true. The prediction in the final sentence was fulfilled. But the battleground proved fatal to the invaders, not to the British defenders. The events of that campaign will never be forgotten by us, but the enemy will try not to think about them, for with all those catalogued advantages on their side the Japanese were soundly defeated.

Full tribute is paid to those who were not actually fighting, but whose brave and untiring toil made victory possible. Everything depends on the regular arrival of all that an army needs. Without that the most daring courage, the most carefully laid plans, can accomplish nothing. Throughout the Burma campaigns "Admin," as they call it (short for Administration), never failed. "So the vast spaces, the dark, dense, treacherous jungle, were overcome; the evil beasts and insects and snakes, the leeches, lice and ticks, the sun's high blaze, the night's dew and lonely terror; rain, mist, mud, and the foulest of all, the Japanese enemy"

This is How South-East Asia Command Works

FORMATION of South-East Asia Command, with Headquarters at New Delhi, India, was announced at Quebec on Aug. 25, 1943. In April 1944 its Headquarters were moved to Kandy, Ceylon. On Nov. 28, 1944, Lt.-Gen. F. A. M. Browning succeeded General Sir Henry Pownall as Chief of Staff.

AIR COMMAND S.E.A. was set up in Dec. 1943 under Air Chief Marshal Sir Richard Peirse; on Oct. 15, 1944, this appointment was transferred to Air Chief Marshal Sir Trafford Leigh-Mallory, who was reported missing while flying to the East on Nov. 17. Air Marshal Sir Keith Park is now Allied Air C.-in-C. S.E.A.

Adm. Sir A. J. Power's appointment as C.-in-C. East Indies Fleet was announced on Dec. 11, 1944.

SUPREME ALLIED COMMANDER SOUTH-EAST ASIA

Adm. Lord Louis Mountbatten

DEPUTY SUPREME COMMANDER

Lt.-Gen. R. A. Wheeler (U.S. Army)

CHIEF OF STAFF

Lt.-Gen. F. A. M. Browning

EAST INDIES FLEET

Adm. Sir. A. J. Power

ALLIED LAND FORCES S.E.A.

Lt.-Gen. Sir Oliver Leese

ALLIED AIR C.-in-C. S.E.A.

Air Marshal Sir Keith Park

EASTERN AIR COMMAND

Maj.-Gen. G. E. Stratemeyer

14th ARMY

Lt.-Gen. Sir William Slim

N. COMBAT AREA COMMAND

Lt.-Gen. Daniel Sultan (U.S. Army)

1st CHINESE ARMY

Gen. Sun Li Jen

3rd TACTICAL AIR FORCE

Air Marshal W. A. Coryton

10th U.S.A.A.F

Maj.-Gen. H. Davidson U.S.A.A.F.

STRATEGIC AIR FORCE

Air Commodore E. W. Mellersh

XV CORPS

Lt.-Gen. Sir P. Christison

XXXIII CORPS

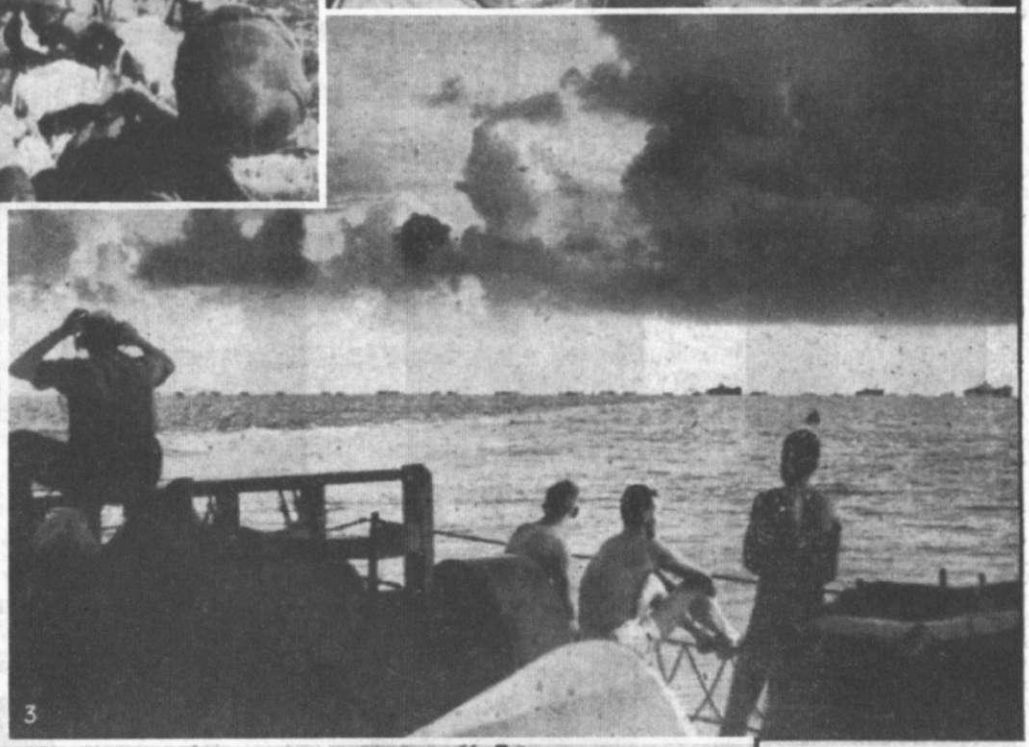
Lt.-Gen. Sir M. Stopford

IV CORPS
(Commander not announced)

TROOP CARRIER COMMAND

Brig.-Gen. W. D. Old U.S.A.A.F.

When the G.I. Joes Swarmed Ashore at Luzon



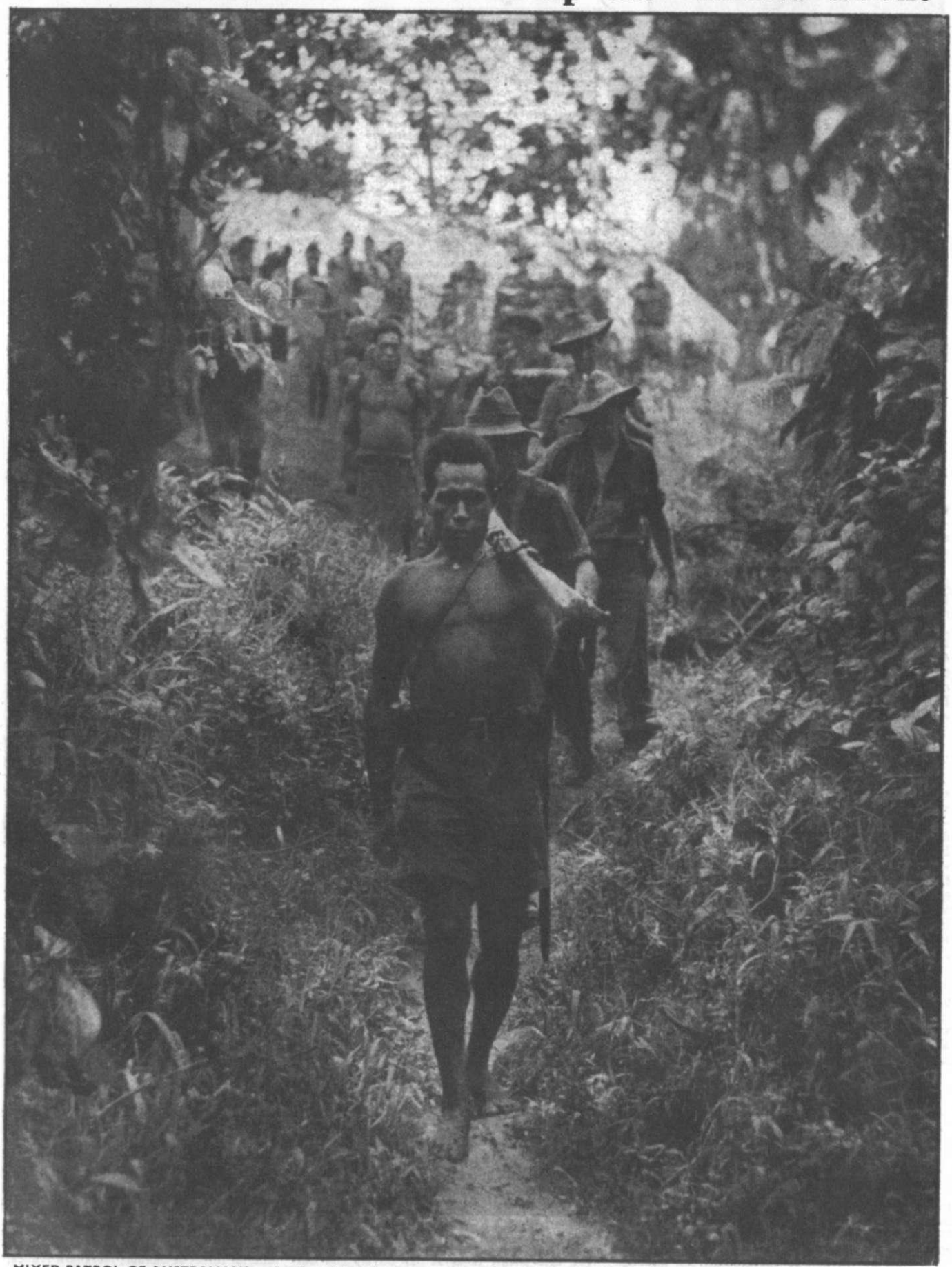
LED BY THE C.-IN-C. Allied Forces in the South-West Pacific (Gen. Douglas MacArthur, General of the Army), U.S. troops secured four bridgeheads at Lingayen on Luzon Island, largest of the Philippines, on Jan. 9, 1945. A beach party gave emergency treatment to a comrade (1).

Gen. MacArthur is seen (2) talking from his seat in a jeep on Leyte with Mr. Churchill's personal representative, Lieut.-Gen. Herbert Lumsden—who was killed on the bridge of a U.S. warship during a Japanese bombing attack in the Pacific on Jan. 6.

Watching convoys go by, from a U.S. ship (3). Off Lingayen, infantrymen swarmed down vertical landing-nets to craft below (4). Although Allied planes had urged the Filipinos to take cover, youthful patriots (5) braved the dangers to welcome the troops. A further Luzon landing was effected on Jan. 30, just north of historic Bataan. See map in page 629.

Photos, U.S. Official, Sport & General

Australian Forces to Clean-up the 'Island Front'



MIXED PATROL OF AUSTRALIANS and native Melanesian troops sets out from Awit in New Britain in search of Japanese rearguards. Australian forces, it was announced on January 10, 1945, have largely taken over from U.S. troops the "Island Front" in the South-West Pacific, to deal with by-passed units of crack Japanese divisions strongly sited at strategic points in the Solomons, New Britain and New Guinea. A further Australian amphibious landing on New Britain—on the eastern end of the island—was reported on February 6.

Photo, Australian Official

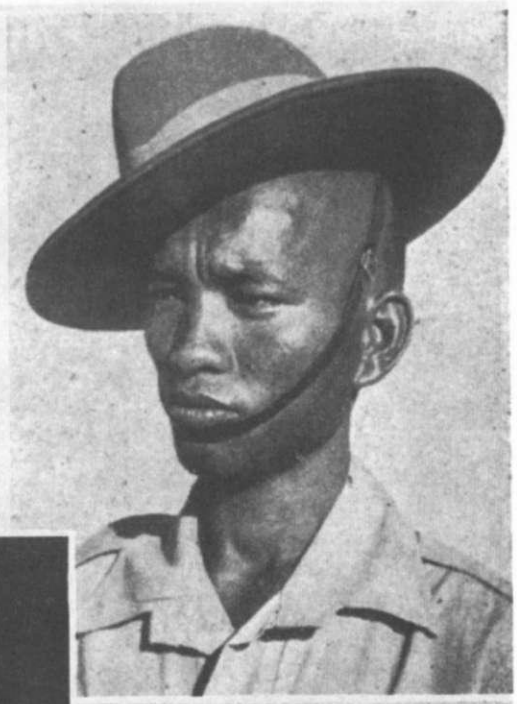
V.C.s of Burma, Italy and the Western Front

Naik AGANSING RAI

On June 26, 1944, a company of the 5th Royal Gurkha Rifles was ordered to recapture from greatly superior enemy forces two outposts seriously menacing our lines in Burma. Under devastating machine-gun fire and showers of grenades, Naik Rai (left), armed with a tommy-gun, advanced alone, killing ten Japanese and so inspiring his men that they routed the enemy and captured the positions. In the words of the citation, his "magnificent display of initiative, outstanding bravery and gallant leadership" saved the situation.

Rifleman T. PUN

During an attack on the railway bridge at Mogaung, Burma, on June 23, 1944, a section under Rifleman Pun (right) was eliminated—all but himself. In the face of "the most shattering concentration of automatic fire," he continued to advance alone, ankle-deep in mud, through shell-holes and over fallen trees, then killing three occupants of a Japanese machine-gun post. His action enabled the remainder of his platoon to reach and secure their objective.



Sgt. GEORGE H. EARDLEY

Near Overloon, Holland, on October 16, 1944, Sergeant Eardley, of the King's Shropshire Light Infantry, armed with grenades and a Sten gun, destroyed three German machine-gun posts single-handed "under fire so heavy that it daunted those with him."

Private R. H. BURTON

Attacking an enemy-held height, through mud and continuous rain, in Italy on October 8, 1944, this private of the Duke of Wellington's Regiment, displaying "magnificent gallantry," dashed forward and put out of action the crews of three Spandau posts.

Private E. ALVIA SMITH

While protecting a wounded comrade, during a fierce action on the Savio River in Italy on October 21, 1944, Private Smith, of the Seaforth Highlanders of Canada, beat off attacks by two German tanks besides enemy infantry.

Capt. J. N. RANDLE

This officer of the Royal Norfolk Regiment, at Kohima, in Assam, on May 6, 1944, charged a Japanese machine-gun post alone, and although mortally wounded silenced it with a grenade hurled through a bunker slit. He then flung himself across the slit so that the aperture should be completely sealed. His battalion gained its objective.

L/Sgt. J. D. BASKEYFIELD

Hero of Arnhem, Holland, this N.C.O. of the South Staffordshire Regiment, on September 20, 1944, held enemy tanks at bay till his gun was silenced. Then he crawled to another 6-pounder, the crew of which were dead, and fired it till he was killed. Storief of his valour were a constant inspiration to all ranks.

Lieut. TASKER-WATKINS

Superb gallantry which saved the lives of his men during an action against numerically superior forces at Balfour, Northern France, on August 16, 1944, secured the supreme award for this lieutenant of the Welch Regiment, the only officer left of his company.

Photos, Indian Official, G.P.U., Keystone, Daily Mirror

I WAS THERE! Eye Witness Stories of the War

Back in Manila, the Philippines Capital

Entered by U.S. troops on Feb. 4, 1945, Manila (see map in p. 629) was wrenched from the Japanese after being in their hands for more than three years, as told here by B.U.P. correspondent Frank Hewlett. Gen. MacArthur's campaign in these islands had started 26 days before this success, with landings over 100 miles to the north, in the Lingayen Gulf.

THREE years ago I said "Goodbye" to my wife Virginia. I went to Bataan with General MacArthur's forces, but she insisted on staying behind as a nurse at the Santa Catalina Hospital in Manila. Today we were reunited. It might give the world some idea of the ordeal of this town under Japanese occupation if I say, simply, that my wife's weight today is only 5 stone 10 pounds!

No wonder that the half-starved people in the concentration camp in the Santo Tomas University in Manila managed to summon up enough strength to hoist me on their shoulders when I broke into the main building there during the fighting last night. It was an honour that should have been reserved for the troops, but they were busy killing the Japanese outside.

Inside, it was pandemonium. Women wept, children screamed with joy, men broke down as they shook hands with us and could not utter a word, but just stood, their lips moving silently. Then they asked for food. They looked as if they had not eaten for weeks. Last June the Japanese had banned all outside purchases of food, and for the past two months conditions had been terribly bad, each person getting less than 700 calories a day. And it takes 2,400 calories daily to sustain a normal person!

IT was a nightmare last few hours before 3,700 internees in the camp had been released. I came in with a flying column under General Chase, which consisted of a small force of tanks, lorries filled with troops, and jeeps. At one o'clock in the morning we started off on a reckless dash towards the city, over a rough and seldom-used road. At Novaliches, 10 miles from Manila, the column had to stand and fight while it pushed aside some determined Japanese opposition, but all along the road brushes with the enemy were frequent.

As we broke into the city the column split in two, one half heading for Santo Tomas. The citizens of Manila went crazy with joy as we tore through the city. They stood by the sides of the road cheering until it seemed their lungs would crack. They offered us some of their own tiny rations and found some beer for us, too.

There was fighting at some points when we reached the University buildings. At others, Japanese troops were holding out on the second and third floors of some of the buildings. Below them the windows were filled with internees, wildly cheering the relieving troops. To have started a battle would have meant death to scores of them, so, finally, a truce was reached. The Japanese were allowed to leave the building in return for the safe release of the internees.

GENERAL MACARTHUR, C.-in-C. South-West Pacific, inspected—no doubt with grim satisfaction—this Japanese monument to their dead on Luzon, after his invasion of that Philippine island on Jan. 9, 1945. See also illus. page 662. *Photo, Keystone*

NOTORIOUS CONCENTRATION CAMP AT SANTO TOMAS, MANILA, was the scene of great poignancy when U.S. troops rescued thousands of prisoners, including many British and Americans, who had been starved by the Japanese and ill-treated there. The photograph was taken as the rescuers made their way inside. *Photo, Fox*

The most critical moment of all—it could easily have led to the murder of more than two hundred men, women, and children—came at dawn. For six hours U.S. troops had been exchanging shots with 65 Japanese soldiers who were guarding the American internees, 221 of them, in one of the University buildings where they were holding them as hostages. It was then that the truce was reached, but it was an uneasy one.

Led by their commanding officer, Colonel Hayashi, the Japanese soldiers filed out of the building one by one. The American commanding officer shouted to his troops, "The Japanese gave us the alternative of freeing them all or having all the American hostages killed. We will march down the road with them between us, and at a given point we will halt and they will go on. I don't want any of you fellows to get trigger-happy but, if they shoot, give them hell!"

Japs Would Have Died in 10 Seconds

The Japanese, carrying guns and sabres, marched off silently, covered on both sides by grimy American soldiers fingering their tommy-guns. Not a man spoke, but everyone knew that if one Jap had touched a trigger of his gun every one of them would have died within ten seconds. After a few hundred yards the U.S. soldiers halted and the Japs kept marching on. "Down with MacArthur. Down with America!" we heard one Jap soldier screech as they moved out of sight. The Americans fondled their guns for a moment. Then all was quiet . . , nobody had been taunted into shooting.

To a British missionary, Ernest Stanley, goes much of the credit for saving the hostages. Mr. Stanley handled the negotiations between the American commander and Col. Hayashi, and agreed to walk unarmed across no man's land to meet Hayashi and get the matter settled.

Down a Mine for a Night's Work with a Bevin Boy

Serving the nation equally with those of their age who join the Armed Forces, the boys who are called up for work in the pits have no aura of glamour. But they have the satisfaction of knowing we could not get on without them. This contribution by a Bevin boy, Mr. T. Buckland, written specially for "The War Illustrated," will interest parents—and others.

I WORK at a pit called Glapwell Colliery, at Glapwell in Nottinghamshire. To get there I have to travel five miles by bus. I then go into the locker rooms—the pithead baths. We walk in at one side, take off our clean clothes, walk leisurely through the showers to the dirty side, then change into working clothes. We each have a tin water-bottle—which we call a "Dudley"—and a snap tin which holds lunch and keeps out the dust and the rats down the pit.

We fill our "Dudley" with fresh water (it holds four pints) and along we go to the pit-

head. We each have a numbered pay check, and as we pass through a kind of barrier we shout out our numbers and a man clocks us in. Then to the lamp cabin, where we leave lamp check and locker key and receive a hand-lamp, which is quite weighty to carry about. We walk to the pit-top where the cage (lift) is. It is roughly a thousand yards from pit-top to pit-bottom, and when you are in the cage water is dripping all over you. There are holes in the bottom of the cage, and when we reach the middle of the shafting we are travelling at about 60 m.p.h., with the draught through the holes blowing right up our legs, and it's cold!

When we get out of the cage at the bottom we report to the cabin where all the deputies are, and they tell us where to go; every coal face is numbered. The nearest one to me is number 25, and it is quite a distance. For part of the way it is cold, but gradually it becomes warmer and you have to deposit your coat somewhere. It is roughly four miles from the pit-bottom to the point where I work, which makes it about nine miles from where I live.

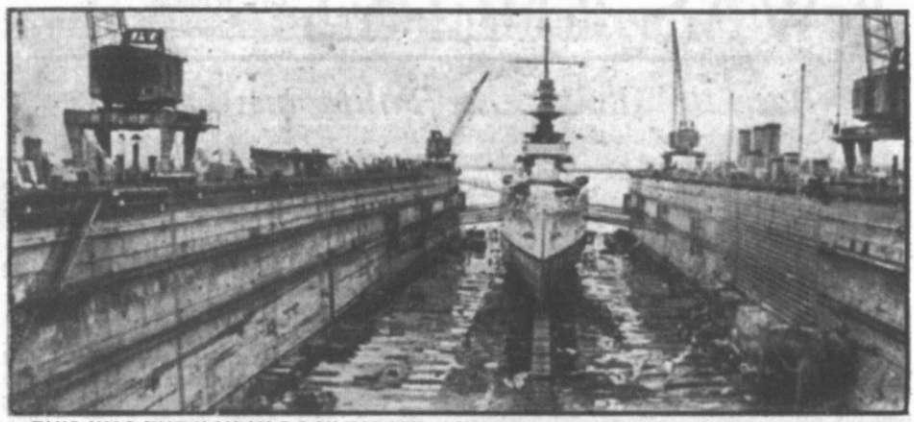
Even Standing Still We Sweat

It is a steep, downhill walk, and parts of the way we have to bend very low. I leave you to imagine what it is like when one is returning, tired out! When we get to our working-place we undress, keeping on only short pants, hat and boots. My present job is making a new roadway, which they call a heading, in a temperature of about 70 degrees, and believe me, even when standing still you sweat. First, we see if there are any empty tubs handy. If there are not, we have to walk 500 yards for them. We get four each time, and we lower them down the slope by a cable running off a small haulage motor.

I am working with two other miners, and when we start shovelling up the rock the sweat really begins to roll. It gets into your eyes, and it stings. Soon we are sweating from head to foot. Shovelling and picking at the rock all the time we fill eight tubs right off, and begin to feel there is no more sweat left to come out. Half-way through a shift I have generally drunk my four pints of water, and then have to go thirsty. It makes you value water!

THE eight tubs filled, we have our "snap," which takes twenty minutes to half an hour. Then we lower another four tubs, and by the time we have filled them and hauled them to the top of the slope it is just about time to start walking back to the cage that will take us to the surface again. We fill between 12 and 16 tubs a night, each tub holding about one ton of rock. Twelve to 16 tubs a night isn't bad, is it?

BOY TRAINEES for the pits, at Markham Colliery, near Chesterfield, listen to an old hand's advice. Conscription of boys of 18 to work in the mines was announced by Mr. Ernest Bevin, Minister of Labour, on Dec. 3, 1943. *Photo, Topical.*



THIS WAS THE £1,200,000 DOCK TARGET at Singapore, sent to the bottom, as told below. To operate the 855-ft. dock, water was let into its hollow walls; this caused it to settle down and fill up sufficiently to admit a big ship due for repairs. Then water would be pumped from the walls, the dock rising and carrying the ship propped up and high and dry, as above. *Photo, Associated Press*

Singapore's Giant Floating Dock Was Our Target

In the great bombing raid on Singapore on Feb., 1, 1945, the 50,000-tons dry dock was sunk—for the second time. Built in Britain and towed in sections 8,000 miles to Singapore, it was sunk by us when the fall of Singapore seemed imminent, and raised by the Japanese. The raid is described by Reuter's correspondent Alan Humphreys, who was in one of the Super-Fortresses.

I AM taking part in this raid on the Singapore naval base, the biggest installation of its kind in the South Seas, of which the King George V Dock, towed out from Britain before the war, is the main target. The raid is being made by the 20th Air Force. The first wave of giant aircraft has already made its attack through cloud and A.A. fire. My plane is in the second wave and is just making its run over the target.

It is 9 a.m., and this hour for the attack involved departure from a 20th Air Force Bomber Command base in India after midnight. We flew towards Singapore throughout the night. About 7 a.m. I learned that we were about opposite Penang, but little could be seen in the early dawn of the outline of that northern Malayan island. I also learned that Singapore radio was still on the air—500 miles to go and no apparent suspicion by the Japanese.

The Malayan coast was followed roughly all the way down the Straits of Malacca.

At Port Swettenham a number of ships could be seen hastily leaving port, and the pilot, Capt. John Siler, said, "I bet the radio is getting busy now!" He began to whistle, "On the road to Mandalay!" In a short talk to the crew before leaving, Captain Siler had stated, "Petrol will be the problem—we shan't wait long at the rendezvous, and go in and get it over!" This, however, was not necessary and we approached Singapore island in formation.

In seven years since I left Singapore, I had often wondered about going back there. But never did I think to see the city again as a passenger in an American aircraft going to bomb it. Certain features were easy to spot—the first was the aerodrome, a red-brown smear among the green of the western part of the island. The King George V dock was empty, and Keppel Harbour, where the Far Eastern liners used to dock, also seemed empty. There were, however, many small craft lying in the roads of Singapore Harbour. The Pandang Singapore Cricket Club sports ground and recreation ground showed as a green oblong along the seashore, but the hardest peering could not make out either Singapore Cathedral or the Raffles Hotel. The civil airport at Kallag was easy, but it was difficult to see if there was anything on it, and the same with the R.A.F. aerodrome at Seletar.

BY now we had put on all our trappings, and the door by which we should drop if necessary was also cleared for quick use. Now we are over the target—I see one Japanese fighter coming in head-on to attack. The guns of the leading aircraft are quiet while our guns thump briefly. Smoke clouds from bursting A.A. shells float by. Twice more our guns fire, and then the bombs are away.

Later the bombardier told me, "We had hit our target—buildings at the Naval base!" The journey back was very much like the approach in reverse. Though we follow the Malayan coast all the way up nobody comes up to challenge us. This is a new Super-Fortress on its first operational mission, but for most of the crew it is the thirteenth and the pilot's fourteenth mission. The final comment on the opposition was this from the nose gunners, "Those Jap fighters at Singapore are amateurs!"

They Wear as Badge the Burma Peacock

These stalwarts of the Burma Rifles are the eyes and ears of every Chindit column, though they have been given little publicity up to now. This account of them is condensed from a broadcast talk (Jan. 25, 1945) given by Brigadier Bernard Fergusson, D.S.O., who commanded a column in the first Wingate expedition and a brigade in the second.

I STOPPED for a night just outside a Kachin village a few miles north of Indaw, and a hundred odd miles behind the enemy lines. I had some Kachins of the Burma Rifles with me, and I told them they could go and have a "jolly" down in the village, so long as they were ready to join me as I marched through next morning.

When I arrived, just after dawn, I saw Rifleman Pawai La putting on his pack and kissing all the girls. I said to old Agu Di, the Kachin officer, "Pawai La hasn't lost much time, has he?" And Agu said, "Well, sir, this is his own village; he hasn't been home for five years. That's his mother he's kissing now."

Pawai La hadn't even asked me for leave; he was all ready to move on with the rest of us. When I asked him if he'd like three months leave there and then, he said he certainly would! I remember, as we moved off, seeing him digging a hole to hide his kit and uniform in, in case the Japs should come into the village on our track behind us.

I could give you fifty instances of how all the people of that country have shown their

sympathy for us at the risk of their lives. I remember especially an old Burmese in a town which was known to be a nest of Japanese spies ; he stood on his balcony in full view of half the town, and shouted out, "God Save the King! Long Live the King!" at the top of his voice. That was in April 1943, in Tigyaing, which has just been liberated by the 36th Division.

These fellows wear as their regimental badge the peacock of Burma. They are all natives of Burma—Karens from the Irrawaddy Delta, Kachins and a few Chins. Once inside Burma, there's nothing to stop them putting on plain clothes and disappearing to their homes. But they haven't. They came out with General Alexander in 1942, leaving homes and families behind them. They went in again and shared our hardships in 1943 with the first Wingate expedition—and came out again, those who weren't killed or taken prisoner. And they went in with the Chindit show of 1944 and out a third time.

They're not very big. I suppose they average round about five feet six, and when you see them marching along with a pack on their back they look as if they were all pack. They're very cheerful : they smile and laugh a lot, and they sing most beautifully—European music chiefly, not like a lot of snake-charmers.

They're the most marvellous chaps in the water, both as boatmen and swimmers, and they can make anything out of bamboo—chairs, tables, boats, drinking vessels and cooking pots. They'll eat anything, too. I've eaten bits of monkey and snake and all sorts of other tit-bits with them : and they get on frightfully well with the British soldier. It's a waste to use them as shock-troops, we've found, but you'll never get better guerilla fighters. They've got all the guts you could wish for, and more.

Here's another case rather like Pawai La's. In 1943, one fellow passed within two miles of his own village ; and when he asked for news of his family he was told that his wife and daughter had died, and that his two sons, just in their teens, were living alone. He sent a message to them to meet him at the next halting place, spent an hour with them, and carried on back to India. He hadn't seen them for three years.

Another time two of them who were acting as scouts for me got caught by the Japs in a village. We didn't know what happened to them ; we only knew they were overdue. But all the other Riflemen volunteered to go and find out what had happened to them ; and I chose a couple who went boldly into the village in plain clothes, even though their accent gave them away as strangers to that part of Burma. On their way back with the news that their comrades had been caught, they found fifty Japs trying to find the place where I was lying-up.

KAREN OFFICER of the famous Burma Rifles, subject of the story in this page. Note the peacock badges on his collar.
Photo by courtesy of the India Office

These two men each had a couple of grenades : they chucked the lot at the Japs to attract their attention, and then led them away on a false trail through the jungle, away from my bivouac. No wonder Wingate himself said that he never asked to command better troops. You didn't often get praise from Wingate, and when you did get a pat on the back you'd certainly earned it.

The Burma Rifle officers are mostly young Scotsmen from the big rice and timber firms of Burma, and are immensely fond of their Riflemen as their Riflemen are of them. But a growing number of officers are Karen or Kachin. One of them, Captain Chit Khin—we all call him "Chicken"—is a young Karen who got a fine M.C. on the first show, and I picked him out of lots of others to come with me on the second.

He's got a large grin which is one of the best known landmarks in the force. This last show, Chicken marched his complete platoon into a fortress which was entirely surrounded and closely watched by the best part of a brigade of Japs. Once inside, he discovered that the order which sent him there had been a mistake, so he marched his whole platoon out again, both ways without so much as a casualty.

In their temporary wartime depot in India there's a long and growing list of decorations which they've won with the Chindits. We who know them, who have marched and fought and slept beside them for many months in hard conditions, don't need that list to remind us what sort of stuff they're made of I see great hope for the future of Burma **if** there are many more such men as these, and the part they have played in restoring freedom to Asia must never be forgotten either by their country or by ours.

OUR DIARY OF THE WAR

JANUARY 31, Wednesday *1,978th day*
Western Front.—Vanguards of U.S. 1st Army crossed German frontier east of St. Vith.
Russian Front.—Zhukov's forces, invading Brandenburg on a broad front, captured Landsberg.

FEBRUARY 1, Thursday *1,979th day*
Western Front.—In N. Alsace, U.S. 7th Army crossed river Moder and entered Oberhofen.
Air.—Day attacks by R.A.F. and U.S. bombers on railways at Munchen-Gladbach, Mannheim Ludwigshafen and Wesel; heavy night attack by R.A.F. on Mainz, Ludwigshafen and Siegen. Mosquitoes again bombed Berlin.
Russian Front.—Rokossovsky's troops captured railway centre of Torun on the Vistula, previously by-passed by advancing Russians.
Philippines.—U.S. troops made new landing in Luzon, S.W. of Manila.
Far East.—Floating dry dock at Singapore sunk by Super-Fortresses.

FEBRUARY 2, Friday *1,980th day*
Western Front.—Troops of 1st French Army and U.S. forces entered Colmar.
Air.—R.A.F. bombers made night attack on Wiesbaden, Karlsruhe, oil plant at Wanne-Eickel, Mannheim and Magdeburg.
Russian Front.—In new advance towards Stettin, Russians captured Soldin and Drossen, N.E. of Frankfurt-on-Oder.

FEBRUARY 3, Saturday *1,981st day*
Western Front.—U.S. 1st Army captured two more towns in Siegfried zone, Schoneseiffen and Harperscheid.
Air.—In heaviest attack on centre of Berlin, 1,000 Flying Fortresses, with 900 fighters, dropped 2,500 tons of bombs.

FEBRUARY 4, Sunday *1,982nd day*
Western Front.—Advances by U.S. troops finally cleared Belgium of Germans.
Air.—Liberators of Coastal Command bombed enemy naval vessels, including U-boats, in the Baltic. R.A.F. bombers attacked Bonn, and benzol plants in the Ruhr.
Russian Front.—Marshal Koniev's troops began to force the Oder S.E. of Breslau. In East Prussia, Russians captured Landsberg and Bartenstein.
Far East.—Super-Fortresses from the Marianas bombed Kobe area of Japan.
Philippines.—American troops broke into Manila.

FEBRUARY 5, Monday *1,983rd day*
Russian Front.—Zhukov's troops reached the Oder N. and S. of Kustrin.
Pacific.—Announced that on January 24 and 29 East Indies Fleet, including four aircraft-carriers, attacked Japanese oil supplies at Palembang, Sumatra.

FEBRUARY 6, Tuesday *1,984th day*
Western Front.—U.S. troops occupied Neuf Brisach, at west end of bridge over Rhine east of Colmar.
Air.—More than 1,300 U.S. bombers and 850 fighters attacked communications targets in Magdeburg, Leipzig and Chemnitz areas. Spitfire bombers attacked V 2 sites in Holland.
Russian Front.—Koniev's troops in bridge-head over the Oder S.E. of Breslau advanced up to 12 miles on a 50-mile front.

FEBRUARY 7, Wednesday *1,985th day*
Western Front.—U.S. 3rd Army troops made new crossings into Germany over River Our.
Air.—R.A.F. bombers made night attack on enemy troops at Cleve and Goch, between the Maas and the Rhine.
Russian Front.—N. and S. of Kustrin, Red Army troops cleared eastern bank of Oder and occupied Kunersdorf.

FEBRUARY 8, Thursday *1,986th day*
Western Front.—Canadian 1st Army launched attack south-east of Nijmegen, between the Maas and the Rhine.
Air.—R.A.F. Lancasters attacked with 12,000-lb. bombs E-boat shelters at Ijmuiden. At night Lancasters made two attacks on synthetic oil plant at Politz, near Stettin.
Russian Front.—Koniev's army began to force the Oder north-west of Breslau. In East Prussia, Kreuzberg fell to Russians.
Pacific.—Rocket-firing Venturas attacked radio and lighthouse installations in Kurile Is. Australian Liberators made second attack on power-station in Java.

FEBRUARY 9, Friday *1,987th day*
Western Front.—U.S. 3rd Army crossed River Prum and captured Olzheim.
Air.—In the early hours Halifaxes bombed Wanne-Eickel synthetic oil plant. Later, 1,300 U.S. bombers attacked Lutzkendorf synthetic oil plant near Halle and armament works at Weimar.
Russian Front.—In East Prussia, Soviet troops captured Frauenberg and surrounded Elbing.
Pacific.—Liberators bombed Japanese base on Iwo, Volcano Is.

FEBRUARY 10, Saturday *1,988th day*
Western Front.—Germans opened flood gates of Schwammenauel dam on the Roer before U.S. troops reached it.
Air.—Allied bombers attacked motor fuel depot at Dulmen, east of Cleve, and submarine pens at Ijmuiden.
Russian Front.—Elbing, Vistula port on Berlin-Königsberg railway, and Preussisch-Eylau, S.E. of Königsberg, captured by Rokossovsky's troops.
Far East.—Super-Fortresses bombed Nakajima aircraft works at Ota, N.E. of Tokyo. Mustangs attacked Chinese seaport of Tsingtao.

FEBRUARY 11, Sunday *1,989th day*
Western Front.—Scottish troops entered Cleve ; Canadians captured Millingen on the Rhine.
Russian Front.—Koniev's troops in Oder bridge-head N.W. of Breslau, advanced up to 37 miles on 100-mile front, capturing Liegnitz, Luben and Steinau. In Pomerania, Zhukov captured Deutsch Krone and Maerkisch Friedland.
Burma.—Super-Fortresses and R.A.F. Liberators made attack on Rangoon.

FEBRUARY 12, Monday *1,990th day*
Western Front.—Cleve wholly in British hands ; Gennep, near the Maas, also captured. U.S. troops in Prum.
Russian Front.—On Carpathian front Petrov's troops captured Bielsko. Koniev's forces west of the Oder captured Bunzlau on River Bober.
Greece.—Agreement signed in Athens between Plastiras Government and representatives of E.L.A.S.
General.—Crimea Conference of Roosevelt, Stalin, and Churchill issued statement on joint plans for defeat of Germany and settlement of Europe.

FEBRUARY 13, Tuesday *1,991st day*
Western Front.—U.S. 3rd Army completed clearing of Prum. British troops cleared the Reichswald.
Air.—Two heavy night attacks on Dresden by R.A.F. bombers.
Russian Front.—Budapest completely occupied by Red Army after six weeks' siege. In Silesia, Russians captured Beuthen, on west bank of Oder, and Neuhammer, and surrounded Glogau.
Mediterranean.—Italy-based bombers attacked goods-yards in Vienna and Graz.
Philippines.—MacArthur's troops cleared Nichols Airfield, Manila, and occupied Cavite naval base.

Flash-backs

1940

February 10. *H.M.S. Cossack rescued British from Nazi prison-ship Altmark in Norwegian fjord.*

1941

February 6. *Benghazi surrendered (first time) to Australians and British under General Wavell.*

1942

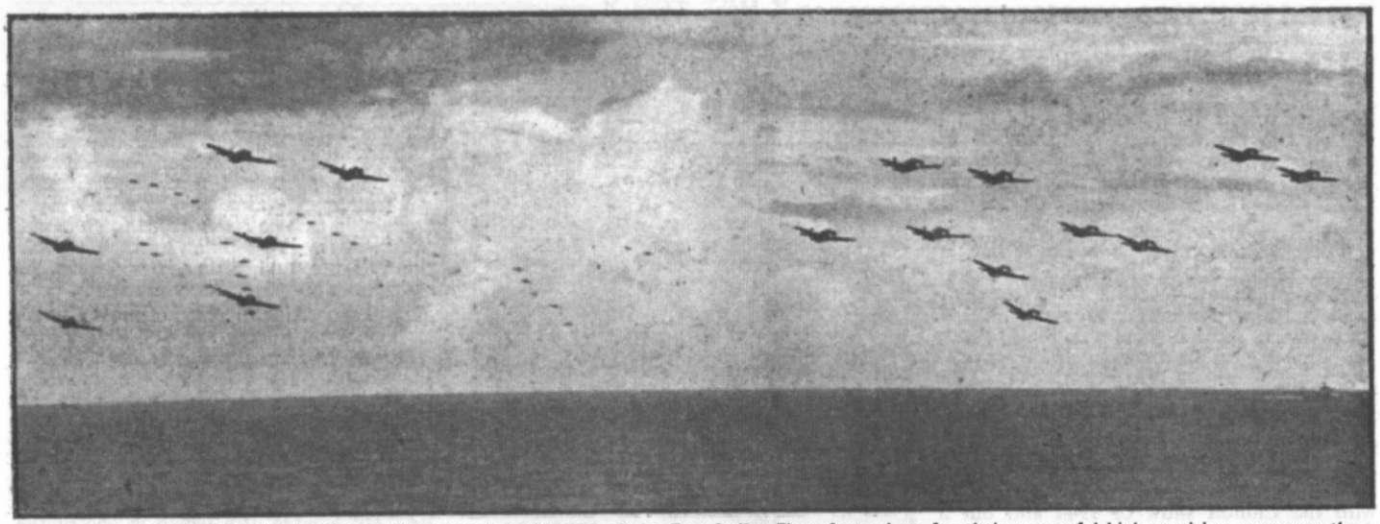
February 8-9. *Japanese landed on N.W. coast of Singapore Island.*
February 12. *Scharnhorst, Gneisenau and Prinz Eugen dashed from Brest through Straits of Dover to German harbours.*

1943

January 31. *Field-Marshal Paulus and 15 German generals surrendered at Stalingrad.*
February 2. *At Stalingrad remaining Germans capitulated.*
February 8. *Red Army captured Kursk in drive to Ukraine.*

1944

January 31. *U.S. forces launched attack on Marshall Islands.*
February 3. *First German major offensive on Anzio beach-head.*
February 8. *Russians recaptured Nikopol in the Dnieper bend.*



1,700 h.p. **CARRIER-BORNE AVENGER TORPEDO BOMBERS** of the East Indies Fleet formed up for their successful high-precision swoop on the Japanese-held Sumatra oil refinery at Pangkalan Brandan on Jan. 4, 1945—the second in a fortnight. These and the attacks on the Palembang refinery unmistakably demonstrated the strategical mobility of carrier-borne aircraft. Rocket and cannon-carrying Fireflies were used in these operations for the first time east of Suez.
Photo, British Official

THE WAR IN THE AIR

by **Capt. Norman Macmillan, M.C., A.F.C.**

In their advances into East Prussia and Brandenburg the Red Armies moved over frozen ground and water which offered a continuous unbroken surface for the passage of armour and transport. (I have seen the ice on the Vistula more than a metre thick at Warsaw.) In these conditions, and provided there is not excessive snow—or, worse, a sudden thaw—conditions are almost better for an army on the move than in summer, when dust can do considerable harm to mechanism, both of engines and tracks. In an attempt to interfere with Red Army communications, the Luftwaffe bombed the ice on the Masurian Lakes of East Prussia and on the River Oder.

It is not known how effective this operation was, but the enormous surface of ice would probably take a lot of bombing to destroy it as a usable method of getting across. It is probable that Bomber Command of the R.A.F. would make the best air ice-breaker, because it is the only force in Europe which specializes in 12,000-lb. armour-piercing bombs; it would be interesting to know whether the armour-piercing or the block-buster type of bomb would give the best results. Perhaps, if the Wehrmacht has to retreat over frozen lakes before a continued Soviet advance, Bomber Command may demonstrate what it can do to hamper the German withdrawal.

One classic example of air action against the use of a frozen lake for military purposes was the Luftwaffe counter-attack against the Gladiators of No. 223 Squadron of the R.A.F. on Lake Lesja, near Aandalsnes in Central Norway, in 1940. The R.A.F. squadron was put out of action within 24 hours by comparatively light bombs. But it was defeated by the damage its aircraft sustained, not by the smashing up of its ice airbase. There the bombs went plop through the ice, leaving a small hole, but not breaking up the surface catastrophically. Probably in future bombing operations against ice the answer will be found by using special bombs timed to explode just below the ice surface by means of a hydrostatic fuse.

Bomber Command has co-operated strategically with the Red Army during its rapid advance (Marshal Koniev's force averaged 14 miles a day for 18 days from January 12) by bombing German rail communications to hamper the movement of troops across Germany from west to east. On the afternoon of February 1, and during the succeeding night, Bomber Command dropped 4,750 tons of bombs on four main railway centres at Munchen-Gladbach, Mainz, Ludwigshafen, and Siegen. (Previously Frankfort-on-Main, Mannheim and Karlsruhe had been bombed.) Bomber Command used 1,450 bombers to make the rail attacks on February 1 and 2; twelve were lost from this force.

STRATEGIC Function of Bomber Forces in Surface Land War

After ordinary bombing it is possible to restore railway communications fairly quickly. Repair gangs can get the track straightened out and levelled and new rails laid with astonishing speed in war when all labour is mobilized. But difficulties are greatly increased by the individual weight of the large bombs used by Bomber Command, which do proportionately more damage than an equivalent weight of smaller bombs. The linkage of the German railway system in western Germany, which was strategically designed for war, lays itself open to renewed blows at a succession of important junctions, so that as one is repaired another is damaged.

In these two entirely different examples—one of the Luftwaffe attacking the ice communications of the Red Army and the other of Bomber Command attacking the railway communications of the Wehrmacht—is exemplified the strategic function of bomber forces in surface land war; the tactical aircraft employed for close work with the armies in the field are not able to concentrate the weight of bombs upon specialized targets, and the Army commanders must turn to the strategic air forces for this aid.

An important aspect of the work of Bomber Command and the United States Army 8th Air Force is the capacity of both air forces to continue to operate from the United Kingdom as a base, despite the advance of the Army of Liberation to the German frontier. If they were unable to do so, and it were necessary to move them to the Continent, it would be difficult to find bases, and every strategic unit sited in France, Belgium or Holland would displace a tactical unit.

Not only that, but every bomb they dropped in Germany would have to be transported to the Continent by ship and taken forward to the airfields by rail or road truck, thus adding tremendously to the strain on the traffic lines. But these two strategic air forces are their own transport organization to the Continental battlefields for both fuel and armaments. The 8th Air Force is the only U.S. air force now operating from the United Kingdom. In three years of war the 8th Air Force, the first U.S. air force to go into action against Germany, has lost more than 5,000 bombers, 2,500 fighters, 40,000 men killed; it has destroyed 12,500 enemy aircraft.

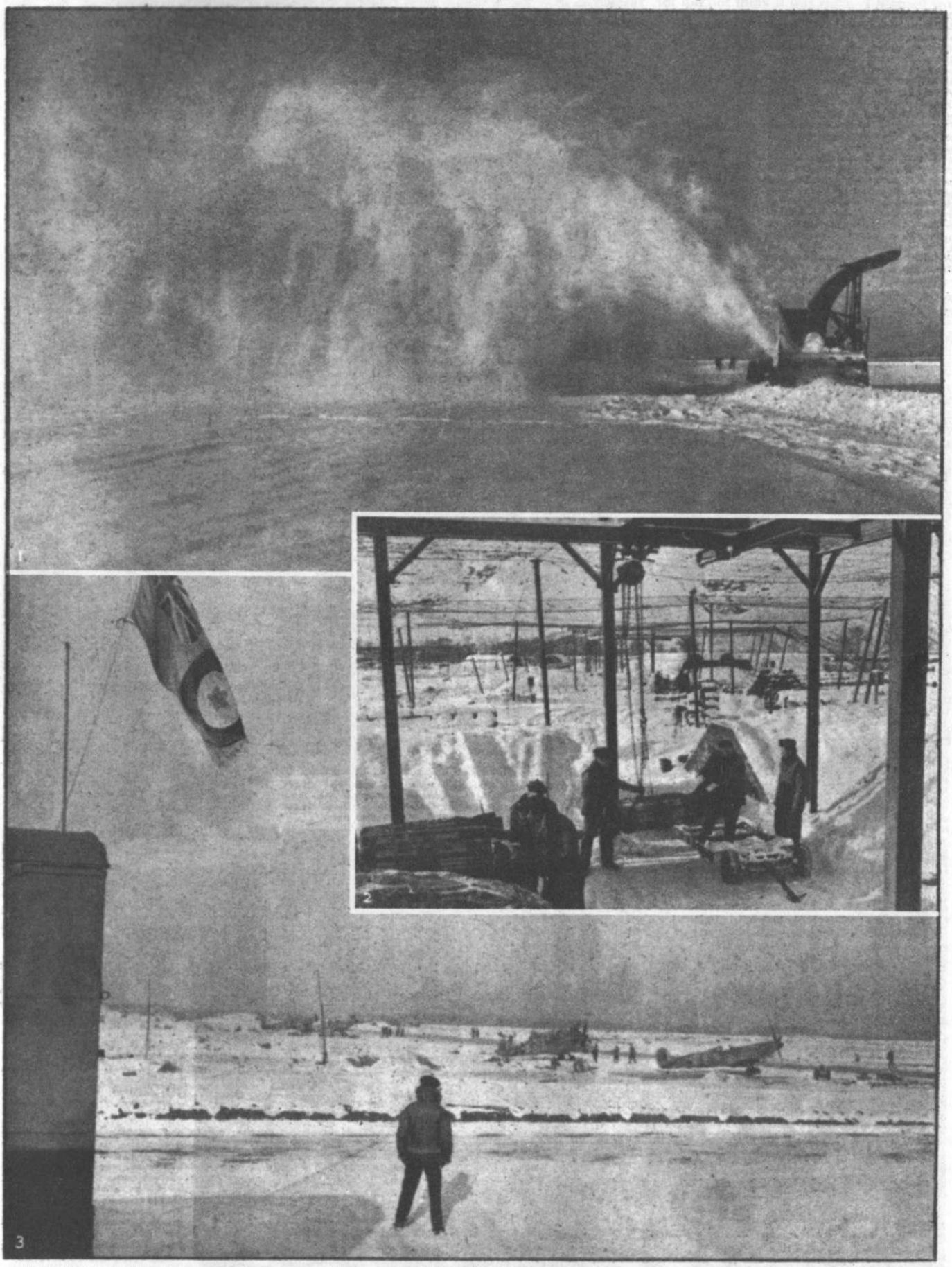
While the heavy bombers have continued attacks against communications and oil-producing plants, the Light Striking Force of Bomber Command, equipped with Mosquitoes, has punched steadily at Berlin. The Mosquitoes can make the trip to Berlin and back to their bases in the Midlands in from four to four-and-a-half hours, carrying either one 4,000-lb. bomb or 2,000 to 3,000 lb. of smaller bombs. For this journey they have an additional 100 gallons of fuel, in outboard tanks, one under each wing.

Sometimes these Mosquitoes make one attack a night against Berlin, sometimes two. In the night of February 1-2, two forces of about 75 to 100 Mosquitoes dropped between them some 300 tons of bombs on the Reich capital, adding to the demolitions that the Wehrmacht were themselves making by blowing up bomb-damaged buildings to obtain materials for the construction of defence works within and around the city. These night bombing Mosquitoes rely mainly on their speed for safety. Their operational speed of nearly 300 miles an hour is obtained by flying at about 30,000 feet, with the crew of two seated in a slightly pressurized cabin.

From Berlin a Swedish correspondent reported to his newspaper that the demolitions being made by the Wehrmacht in the capital did not matter much, as the city was already so badly damaged! Possibly this is a factor which the Nazis took into account when they decided to defend Berlin and turn it into a fortress. Time and time again during this war a great city has been shown to be the most powerful obstacle to an advancing army. Berlin is far the largest city to be prepared to resist imminent attack by modern surface forces.

But it will be informative to see what part can be played in the assault by the strategic bomber forces of the R.A.F. and U.S. Army. No surface army assaulting a fortified city has ever had the prospect of such powerful air support as has the army that has fought its way forward to within 60 miles of the German capital. Perhaps we may see a United Nations strategic air H.Q. working with the Red Army before Berlin.

Snow was the R.A.F.'s Bitter Enemy in Holland

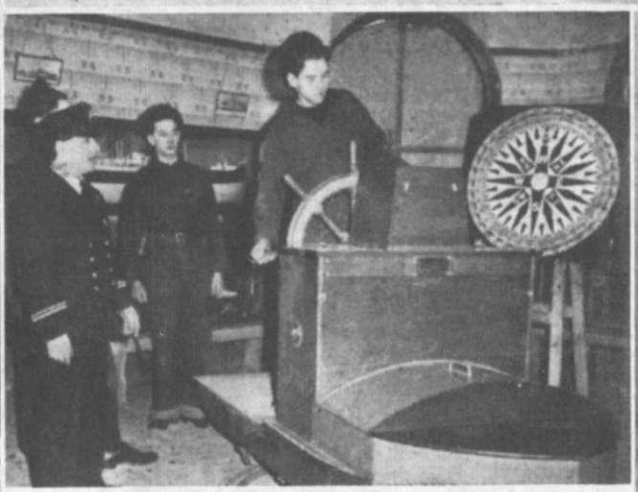


CLEARING THE RUNWAYS on a deeply covered bomber station in Holland (1) was a task for a snowplough during the Arctic spell in January 1945 so that the battle against V2 might go on. One airfield used its entire year's ration of salt—15 tons—in one day in an attempt to make the runway usuable : squads of snow-shovellers included almost the entire personnel—bar the cooks. The ground crew load a bomb-trolly with incendiary clusters (2). Spitfires in the snow : general view of a R.C.A.F. fighter station (3).

Photos, British Official

Our Roving Camera Salutes Balloon Command

DISBANDED on Feb. 5, 1945, Balloon Command had been in operation for 5½ years : the Air Minister, Sir Archibald Sinclair, said farewell at a massed parade (right) at Stanmore, Middlesex. Air Vice-Marshal W. C. C. Gell, D.S.O., M.C. (below), its A.O.C., was the first Auxiliary Air Force Officer to reach the rank of Air Vice-Marshal and be given a command. Balloons will still be flown, but under other R.A.F. commands : the original personnel will be employed in other ways. One thousand balloon crews from over 40 barrages were concentrated in S.E. England to operate a curtain of nearly 2,000 balloons between the V-bomb sites and London (see illus. pp. 334 and 337). They stopped 278 flying bombs.



MECHANICAL STEERING TRAINER aids a Merchant Navy recruit on board the Toureg, one-time French passenger ship now used by the National Training School at Gravesend. Three other schools are also conducted by the Shipping Federation.

WORLD TRADES UNION Conference opened at the County Hall, Westminster, London, on Feb. 4, 1945, when Mr. George Isaacs, M.P. for Southwark N., and chairman for the day (left), welcomed 240 delegates representing 50,000,000 workers. Largest delegation was the Russian (35), said to represent 27,000,000 workers. Representatives came from as far afield as China, Poland (the Lublin Government), Nigeria, Arabia and Latin-America ; no ex-enemy countries were invited. Sir Walter Citrine (above), just returned from Greece, addressed the conference.

Photos, British Official, Sport & General, Keystone

Editor's Postscript

OPINIONS about the film based on the life of Woodrow Wilson differ widely. Many think these biographical pictures are a mistake altogether. They certainly present, as a rule, very misleading views of public characters, and often they deliberately falsify history. One aspect of President Wilson which seems to be completely absent from the film is his humour. He had a strong sense of fun and he could laugh at himself, which not many of the great ones of the earth can do. He was once in company with a number of people who were talking about beauty and ugliness, and whether these are decided by cast of features as settled by nature, or by expression which is under our own control. He contributed to the discussion this limerick :

As a beauty I am not a star,
There are others more handsome by far ;
But my face, I don't mind it,
For I am behind it ;
It's the people in front get the jar.

Wilson used to go regularly once a week to a variety theatre in Washington and always laughed at the knockabouts and back-chat comedians. It seems to me that schoolboyish enjoyment of slapstick when it is cleverly put across goes a long way towards making one feel that Presidents, Prime Ministers, and such are likeable human beings.

THAT the employment of prisoners of war in various ways, chiefly on farms, is necessary few would deny. That it has a good many unpleasant consequences all who know anything about its working would readily allow. One result of putting Italians on the land is that in some districts they are exterminating the small birds, especially the song-birds—thrushes, blackbirds, and larks in particular. In their own country they kill everything that flies, and they have practically destroyed bird life in many parts of Italy. Partly this is because they are so miserably poor (because they are so wretchedly ignorant) that they want the birds for food. That cannot be so in this country. As prisoners of war they are well fed. They ought to be warned that we have a law against the slaughter of song-birds, and punished severely if they transgress it. Trying to persuade them that birds and their music add enormously to the pleasures of life would be useless. Appealing to their "better nature" would be futile for, so far as animals are concerned, they have none. They are brought up to consider all animals created for their benefit, to be treated by them as harshly as they please.

WHILE books on the last war were mainly about maps—and the great events worked out on them—this time, to adapt E. C. Bentley's famous clerihew, they're mainly about chaps. I am forcibly reminded of this by an anonymous little masterpiece, called Arnhem Lift, published by the Pilot Press at five shillings and running to fewer than a hundred pages. No one ignorant of what the penny papers have for once very properly described as the "Arnhem Epic" would gather from it that here was an episode in the annals of British arms as deathless as the Charge of the Light Brigade ; but they would learn something in its way quite as important—the psychology of the ordinary soldier when faced with what seemed inevitable, slow-creeping destruction. Looking back on his ghastly seven-days' dilemma, the author records that in their conversation neither officers nor men mentioned those hardy staples of soldiers' talk—sex, home, and family. "I really don't think any of us thought at all," he says with telling naïveté. "We were too busy living and we seemed to act almost entirely by instinct. None of us will probably ever be so natural again as we were there. We were completely without inhibitions, there wasn't time for them." All of which may make the so-called psychoanalysts furiously to think. Or will it ?

AMID all the talk of the different "freedoms" which we want all the peoples of the world to enjoy, I cannot help feeling grateful to the Town Council of Sudbury, in Suffolk, who have refused a request from a Sunday School Union that children should be refused admission to Sunday picture shows. "A matter for parents to decide," the Councillors say. Very good sense in that reply ! If Sunday schools find they cannot compete with cinemas, they should alter their methods. They could give picture shows themselves. To demand a monopoly, to suggest that children shall be forced to attend schools against their will, is both a confession of failure and an attempt to smother freedom. I have known of one or two Sunday schools managed so well that children preferred them to any other form of entertainment.

HERE is a note of a conversation, not one in which I took part but which I could not help overhearing, while I was in a bus, which was at the starting place with some minutes to spare before its next journey began. The inspector had boarded the bus and was talking to the conductress. They talked loudly so all of us in our seats received the benefit of it. "No, I don't hold with it," said the inspector. What he did not hold with was putting soldiers under the command of A.T.S. officers. A file of them had passed him with a woman in charge. Three of them ran across the road to a tobacconist's shop. She called out sharply, "Come back, two of you. I said only one could go and buy cigarettes ! " She was obeyed, but the inspector did not think it was right. I listened with interest to hear what the conductress would say. Well, she cordially agreed. She did not think men ought to be ordered about by women, though she looked rather the sort that would order her husband about, if she had one !

Maj.-Gen. R. N. GALE, successor to Lieut.-Gen. F. A. M. Browning as deputy commander to the U.S. Lieut.-Gen. L. H. Brereton of the 1st Allied Airborne Army. The appointment was announced on January 18, 1945.

THE election of Mr. Churchill and President Roosevelt to be members of the Académie Française makes me smile when I recall what famous Frenchmen of letters have said about that Institution. Anatole France described how he was instructed to set about getting a seat among the Immortal Forty. He must go and see So-and-so, and pay extravagant compliments. He must call on this and that countess and speak of certain authors of the past whom these ladies condescended to favour. He came to the conclusion that the whole business was one of intrigue, not of literary value at all. In fact, as Lord Melbourne said about the Order of the Garter, "there's no damned merit about it." From time to time the Academy is forced to elect authors who have won their reputation with the reading public, which in France is a much larger proportion of the population than it is here. But its choice, when free, falls usually on writers who are forgotten as soon as they are dead. Long ago an epitaph on a feeble poet proclaimed :

Ci-git Piron, qui fut rien
Pas meme académicien.
(Here lies Piron, who was nothing, not even an academician).

I doubt if the Académie has raised itself in public estimation since that rhyme set all Paris laughing at its expense.

THE other morning I passed through a district that had been stricken over-night by the V-blight. In one long avenue hardly a house mounted its tiles in their proper place. Thick as Milton's autumnal leaves in Vallombrosa they strewed the pavements and the gardens of trim red-brick villadom. No one was about ; no one, that's to say, except one indomitable little man who, with his shattered slates piled up neatly along the garden path, was proceeding to refurbish his patch of faded greensward with a lawn-mower ! I was instantly reminded of something I'd seen many years ago, during a fire in Santiago—a native woman hurrying from her still-burning house, clasping for dear life, not her jewels, as you might suppose, but a geranium in a flower-pot ! In moments of stress we clutch at strange straws. How many English aspidistras, I wonder, have thus been salvaged from the unkindly incendiary ? Recent news of German civilians streaming west before the Red Army provides further instances. Roadsides were littered with discarded objects such as vases and oil paintings which had been snatched up by the refugees in the moment of their flight.

ONE splendid effort made during this war, with a great deal of success, is the finding of jobs for ex-Servicemen who in the past would have been considered too badly hurt for anything but the shelf. The things such men can be taught to do, and which they do well, are really astonishing. Who would suppose that a soldier who was blinded and lost both hands in battle could work a lift ? Yet that is what Mr. Frederick Higgs of the Hampshire Regiment will be doing. He will have artificial hands and the lift will be fitted with an instrument for telling him which floor is calling. St. Dunstan's has provided Mr. Higgs with this occupation and the ability to cope with it. This grand Institution takes in many who are not only sightless but mutilated in some way as well, and it manages to place them nearly all somewhere or another. The days when a man whom war left helpless had to eat his heart out in idleness and penury are, happily, gone.

Photo. Topical Press

Pay Day Aboard One of India's Little Ships

IN TRADITIONAL NAVAL MANNER, a native rating aboard a motor launch of the Arakan Coastal Forces receives his pay on top of his cap. These small craft of the R.I.N. steam long distances with supplies for Allied troops in Burma, often through minefields and waters infested with Japanese submarines. They played a proud part in the Arakan invasion of January 1945, when four Allied landings were achieved in three weeks. **See also pages 648-649.**

Photo, Indian Official

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